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TIME TABLE.

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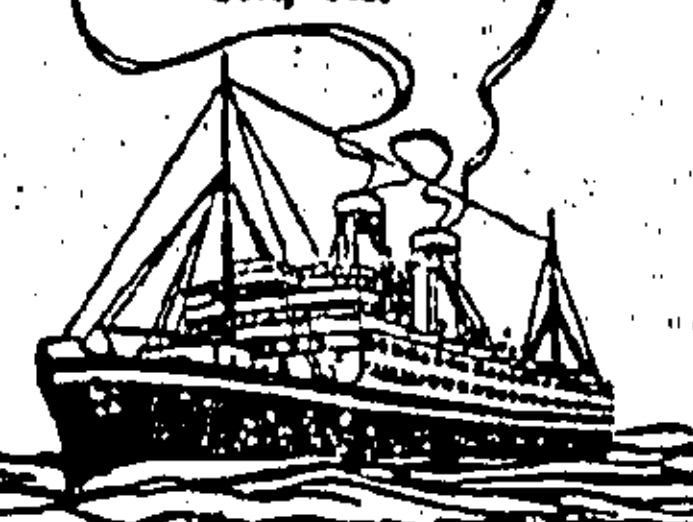
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Money and Markets

CANTON COTTON YARN MARKET.

A telegram from Shanghai of the 15th instant, stated that the cotton yarn market was at a standstill. Stocks in Canton are scarce and prices showed a slight advance. Quotations at Tuesday's market were as follows:—

	Per Bale.
No. 42 Five Sons	\$354
Butterfly	352
Fai He	353
No. 32 Five Sons	474
Tin Koon	470
Cheung Hi	468
No. 29 City of Gold	334
Globe	318
Good Harvest	315
Double Horse	310
Tin Koon	318
Double Elephant	319
Tram Car	305
Man Clock	312
Shepherd	300
Three Stars	305
Fai Kwei	314
No. 18 Globe	291
Fai Kwei	309
No. 12 City of Gold	255
Facecock	250
No. 10 City of Gold	254
Lotus Bee	244
No. 8 Lion	206
Hut How	204

CANTON MARKET REPORTS.

Quotations done at Tuesday's Canton market for rice, sugar, oil and flour were as follows:—

	Rice.	Per Picul.
Blue Lion		\$10.05
Red Lion		9.72
Three Stars		9.48
Green Lion		9.50
Full Moon		9.76
Woo Fung		9.84
Chai Mee		11.05
See Mui		10.40
Red Seal		8.32
Red Pearl		6.36
Green B.B.		6.64
Green Seal		6.40
Blue Seal		6.30
Green Seal Brewer		6.16
	Sugar.	Per Picul.
No. 2 coarse powdered		8.11
No. 3 coarse powdered		8.70
No. 20 coarse powdered		7.50
No. 1 Granulated		10.80
No. 1 Fine Granulated		11.00
Waichow White		8.60
Spring Candy		10.00

Oil.

No. 2 coarse powdered	8.11	
No. 3 coarse powdered	8.70	
No. 20 coarse powdered	7.80	
No. 1 Granulated	10.80	
No. 1 Fine Granulated	11.00	
Walchow White	8.60	
Spring Candy	10.00	Per
Oil.		
Groundnut Oil:—	25.50	Picul
Fanchi	25.50	
Midhow	24.60	
Homan	24.80	
Tientain	24.60	
Dairan	26.60	
Kwongsi Wood	23.40	
Kwongsi Tea Seed	20.50	
		Per
Flour.		
Man-of-War	\$4.10	Bag.
Silver Seal	4.15	
Sword of Kwantai	4.20	
Banana	4.15	
Cheung Luk	4.15	
Maize	4.25	
Cannon	4.80	
Cabbage	4.40	
Dalton	4.08	
Dog's Head	4.50	

HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice, sugar and other foodstuffs were as follows:—

	Rice.	Per Picul.
Luk Fa Lam		\$7.24
Green Bird		6.57
Green O. Tau		7.22
White Bran		3.23
Green Star		6.91
Green Fan		7.42
Blue Grapes		8.03
Green Elephant		7.92
Blue Seal No. 3		6.46
Green Seal Brewer		6.42
Blue Seal Broken		6.41
Green Seal No. 1 Broken		6.84
Green Dragon		8.44
Red Seal No. 3		6.45
Green Seal Brewer		6.38
Red Seal Glutinous		6.58
Red Seal No. 1 Brewer		6.21
	Sugar.	Per Picul.
No. 18 coarse powdered		\$7.23
No. 20 coarse powdered		7.40
No. 24 coarse powdered		7.68
	Miscellaneous.	Per Picul.
Red Melon Seeds		\$20.00
Newchang Red Beans		8.20

CANTON STOCK EXCHANGE.

LATEST QUOTATIONS.

	CANTON, Jan. 15th.
Water Works	\$3.90
Electric Power Co.	5.05
Canton-Hankow Railways	0.51
The Sun Co.	6.80
Sincere Company	9.70
Nanyang Bros. Tob. Co.	4.45
Canton Tramways	2.60
China Merchant S.S. Nav. Co.	0.50
Central Bank	4.90

GAS SUPPLY FOR CANTON.

TENDERS TO BE CALLED FOR.

The Canton Municipal Council has under consideration the question of introducing a gas service for both illuminating and heating purposes. This matter has been receiving attention for some time, says the *Canton Gazette*, the advocates for such a service pointing out that all large cities possess this modern utility, and that a gas supply will be a great convenience. This gas service, if installed, will not supplant the electric service, but will supplement it, there being room for both services. Gas can be used for both illumination and heating purposes, and in the latter direction offers great convenience and many advantages over the use of firewood. Canton at present is entirely dependent on firewood for cooking purposes, and supplies are dependent directly on the state of the three rivers of the province. In the dry season, when the low levels of the rivers render navigation a matter of great difficulty, supplies of firewood to Canton are seriously curtailed, and prices soar upwards, inflicting much hardship on the poorer classes. It may well be that in the course of time the use of gas by all sections of the community, except the floating population, will supplant the place of firewood for domestic purposes. It is probable that in the near future tenders will be invited for the establishment of such a service, though it has not been decided whether such installation will be operated by the Municipal authorities themselves.

CANTON KEROSENE OIL.

LATEST QUOTATIONS.

	CANTON, Jan. 15th.	Per Can.
Comet		\$7.70
Eagle		7.10
Sheung Hi		7.20
Balance		7.50
Hang Fuk		7.20
Day Break		7.20

TIN VERSUS ALUMINIUM.

WHERE THE LATTER IS GAINING.

A writer in the *Financial Times* has recently discussed the controversy advances the following points in support of his belief that the increasing use of aluminium is a substantial factor in keeping the price of tin at its present level:— (a) The increasing world consumption of aluminium. In 1913, this amounted to 78,000 tons. In 1927, it was over 200,000 tons, giving an average annual increase of 8,000 tons. In the case of tin, however, the average yearly increase was roughly 2,000 tons, and in the year 1927 was less than that of aluminium. (b) Aluminium, he observes, has come into its present position without intensive advertising, solely because, from choice, manufacturers now prefer it. (c) Had aluminium not been discovered, demand for tin to-day would be more than double what it actually is, and the price of tin would now be considerably higher, had not this rival entered the field. (d) The use of aluminium in the manufacture of articles which were formerly made out of tin. Had aluminium not been discovered, tin would now be used for these commodities. (e) Aluminium possesses the maximum tensile strength, with the minimum weight of any metal known. On the other hand, the tensile strength of tin is practically nil. (f) The output of aluminium can be increased to practically any extent, without extra effort, and with decreasing cost. Against this, world-wide research for new sources of tin has up to the present, provided only meagre results. The reply of the tin industry to these gloomy suggestions will be awaited with interest.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, Jan. 15th.
Paris	124.15
New York	4.85 1/16
Brussels	24.90
Geneva	25.21
Amsterdam	12.06 1/2
Milan	92.70
Berlin	20.41
Stockholm	18.14
Copenhagen	18.16
Oslo	18.16
Vienne	24.50
Prague	18.31
Helsingfors	18.31
Madrid	29.70
Lisbon	109 5/16
Athens	27.5
Bucharest	80.71
Rio	5 99/32
Buenos Aires	4.71
Bombay	1/6 1/2
Shanghai	2/7
Hong Kong	2/0 1/2
Yokohama	1/10 1/16 1/32
Silver (spot)	59 5/16
Silver (forward)	20 1/2

NEW YORK STOCK QUOTATIONS.

New York, January 11.

Market strong. Business done, 4,217,500 shares.

	Previous Price.	Latest Price.
Allied Chem. & Dye (Com.)	248 1/2	249
American Can (Com.)	117 1/2	117 1/2
American Smelting	Mult.	86 1/2
American Tel. & Tel. (Com.)	154 1/2	154 1/2
American Tobacco	177 1/2	177 1/2
Armour & Co. "A"	171 1/2	171 1/2
Armour & Co. (Nl.) 7% Pfd.	82 1/2	82 1/2
Anacosta Copper	120 1/2	120 1/2
Bank of Montreal	87 1/2	87 1/2
Baruch Corp. "A"	44 1/2	44 1/2
Bethlehem Steel (Com.)	85 1/2	85 1/2
Bethlehem Steel, 7% Pfd.	123 1/2	123 1/2
Brooklyn-Manhattan Transit	75 1/2	75 1/2
Calumet & Hecla	48 1/2	48 1/2
Camp Co.	100 1/2	100 1/2
Canadian Pacific Railway	240 1/2	240 1/2
Carrington Dobbs	92	92
Chile Copper	74 1/2	74 1/2
Chrysler	125 1/2	125 1/2
Coty Incorporated	106 1/2	106 1/2
Davison Chemical	74 1/2	74 1/2
Dr. Post & N. E.I. (Com.)	504 1/2	504 1/2
Eastman Kodak	182 1/2	182 1/2
Fox Film "A"	94 1/2	94 1/2
General Cigar	83 1/2	83 1/2
General Electric Co.	238 1/2	238 1/2
General Motors	263 1/2	263 1/2
General Signal (Com.)	77 1/2	77 1/2
Gold Dust	84 1/2	84 1/2
Granby Consolidated	87 1/2	87 1/2
Haystack	87 1/2	87 1/2
Hudson Motor Car	87 1/2	87 1/2
International Cement (Com.)	52 1/2	52 1/2
International Match, Pfd.	55 1/2	55 1/2
International Nickel (Com.)	55 1/2	55 1/2
International Printers Ink	59 1/2	59 1/2
Inter. Prod. Corp. (Com.)	12 1/2	12 1/2
Kelvinator	164 1/2	164 1/2
Kennecott Copper	157 1/2	157 1/2
Lake Superior Copper	157 1/2	157 1/2
Liggett & Myers, Class "B"	90 1/2	90 1/2
Lorillard Co. (Com.)	254 1/2	254 1/2
Mac Truck	106 1/2	106 1/2
Madison Square Garden	20 1/2	20 1/2
Maytag Co.	23 1/2	23 1/2
Minisota Pacific (Com.)	87 1/2	87 1/2
National Dairy Products	129 1/2	129 1/2
Nevada Consolidated Copper	42 1/2	42 1/2
Packard Motor Car (Com.)	144 1/2	144 1/2
Pennsylvania Railroad	78 1/2	78 1/2
Phillips Petroleum	78 1/2	78 1/2
Radio Corporation	355 1/2	355 1/2
Reynolds Tobacco, "B"	157 1/2	157 1/2
Shall Union Oil	28 1/2	28 1/2
Standard Gas & Elec. (Com.)	35 1/2	35 1/2
Standard Oil of California	70 1/2	70 1/2
Standard Oil of New Jersey	58 1/2	58 1/2
Standard Oil of New York	48 1/2	48 1/2
Texas Corporation (Com.)	85 1/2	85 1/2
Texas Gulf Sulphur	77 1/2	77 1/2
Timken Roller Bearing	149 1/2	149 1/2
Trans-American Corp.	131 1/2	131 1/2
Union Carbide	200 1/2	200 1/2
Union Pacific R.R. (Com.)	219 1/2	219 1/2
U.S. Inter. Security Pfd.	100 1/2	100 1/2
U.S. Leather	Mult.	Mult.
U.S. Realty & Imp. Co.	82 1/2	82 1/2
U.S. Rubber (Com.)	45 1/2	45 1/2
U.S. Steel	164 1/2	164 1/2
Vanadium Corp.	101 1/2	101 1/2
Westinghouse Elec. (Com.)	145 1/2	145 1/2
Wills Overseas Co.	33 1/2	33 1/2
Wright Aeronautical	264 1/2	264 1/2

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 16th, 1929.

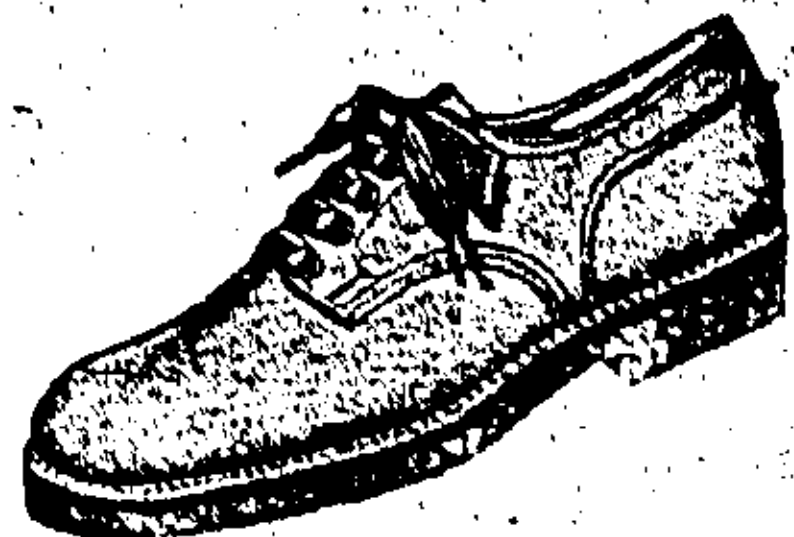
R.K. Banks	\$1,355 buy, 1,385 ss.
Do.	London, \$1.44 nom.
Chartered Bank	233 1/2 buy.
Maritime Bank, A. & B.	234 nom.
Do.	C. 214 nom.
P. & O. Bank	294 nom.
East Asia Bank	294 buy.
Canton Insurance	\$87 1/2 buy.
China Insurance	\$270 buy.
North China Ins.	Tls. 180 buy.
Yangtze Insurance	M. \$30 nom.
China Underwriters	\$230 buy.
China Fire Insurance	\$230 buy.
Hong Kong Fire Ins.	\$75 nom.
Donghai	\$384 nom.
H.K. Steamboats	\$384 sel.
H.K. Tugs	\$140 nom.
Indo-China (Fre.)	\$30 buy.
Do. (Det.)	\$30 nom.
Shell Transport	118/ nom.
Union Waterboats	\$32 buy.
Beacon	\$240 buy.
Railway Mining Admin.	70/ buy.
Langkai (combined)	Tls. 114 buy.
Do. (single)	Tls. 114 ss.
Shanghai Express	Tls. 2.3 buy.
Shanghai Loans	Tls. 3.10 buy.
Banks	254 sel.
Tromps Mines	17/8 nom.
H.K. & W. Wharf	\$134 buy.
H.K. & W. Docks	\$40 buy, 41 ss.
China Provident	\$5 buy, 5 1/2 ss.
Hongkong	Tls. 185 buy.
New England Bank	Tls. 30 nom.
Shanghai Dock	Tls. 180 nom.
Evo Cottons	Tls. 18.20 nom.
Oriental Cottons	Tls. 2.20 sel.
S'hai Cottons (old)	Tls. 64 buy.
Do. (new)	Tls. 32 buy.
H.K. & S. Hotels	\$430 buy, 9.40 sel, 9.35 ss.
H.K. Lands	\$85 buy, 84 ss.
Shanghai Lands	Tls. 2.3 buy.
Humphreys Estates	\$14.80 buy.
H.K. Realities	\$8.20 buy.
H.K. Tramways	\$204 buy, 21 sel, 20.60 ss.
Peak Tram (old)	\$13 sel.
Do. (new)	\$2.30 nom.
Star Ferry	\$734 buy.
China Lights	\$12 sel, ss.
H.K. Electric (old)	70 1/2
Do.	\$52 buy, 52.55 ss.
Macao Electric	\$26 buy.
Sandakan Lights	\$5 nom.
Telephones (old)	\$7 buy.
Do. (new)	\$8.90 buy.
China Buses	Tls. 114 buy.
Singapore Traction	12/ nom.
Do. (Fre.)	17/8 buy, 18/3 sel.
China Sugar	\$0 cts. nom.
Malayan Sugars	\$23 buy.
Canton Iron	\$31 nom.
Cements (combined)	\$10.10 sel.
Do. (old)	\$7.20 sel.
Do. (new)	\$14 buy.
H.K. Ropes (old)	\$84 buy, ss.
Do. (new)	\$2.70 nom.
United Asbestos	\$5 nom.
Dairy Farms	\$21 sel.
Watson	\$13.20 sel.
Der A Wings	\$0 cts. buy.
Lane Crawford	\$3.05 nom.
Macintosh	\$20 nom.
Sincere	\$24 buy.
Wm. Powells	\$3.55 nom.
H.K. Amusements	\$27 sel.
H.K. Constructions	\$11 nom.
Biquel-Land G. & B.	\$97 buy.
H.K. Govt. Loans	5% prem. sel, 4 1/2% buy, buyers; sel, sellers; ss, sales; nom, nominal.



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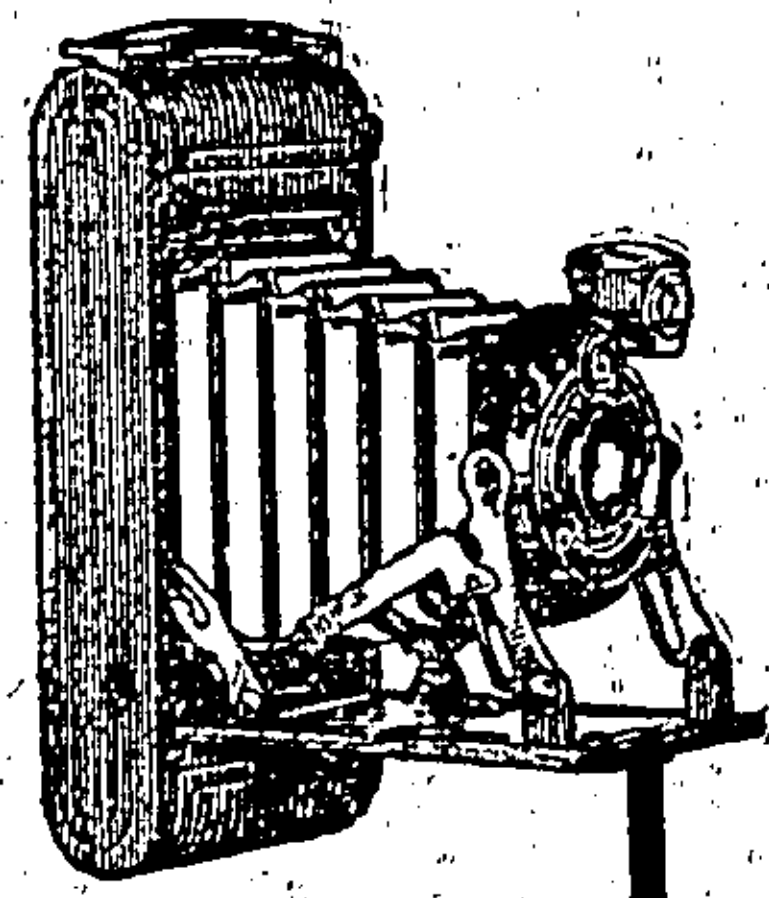
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CORRESPONDENCE.

MUSICAL CRITQUES.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I was greatly interested in your critic's report of the concert at the Helena May Institute on Tuesday evening. Too often we read in the columns of the local Press glowing eulogies of performances by local artists, amateur and professional. Everybody who possesses a grain of common sense realises only too well that the average report concerning matters musical consists of an overdose of "gush," if I may be permitted to use a slang term which is, nevertheless, quite apt in the circumstances.

In addition, those readers who may be fortunate enough to possess more than one grain of common sense are probably apt to ignore the usual eulogy altogether, knowing only too well that not one-eighth of the nice things generally said about the artists are justified.

Reading between the lines in "Mus. Bac.'s" report, I gathered the inference that your critic gave a true record of his own impressions, and did not allow his opinions to be influenced by the fact that the performance was in aid of charity to a greater extent than was necessary. That, I think, was all to the good.

I have lived in the colony for many years. Although I am intensely fond of good music, I frequently hesitate to attend concerts when I read beforehand in the local papers glowing promises of forthcoming musical "treats" which seldom materialise.

The average eulogy not only destroys one's confidence in the powers of discernment and the sense of musical appreciation possessed by local journalists, but also results in leaving the artists quite "cold" when reading the reports in the next morning's newspapers of an overnight performance.

For the benefit of local music and musicians, let us have more of these critiques—Yours, etc.,

ANOTHER MUS. BAC.

Hong Kong, January 16th, 1929.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—As one who was present at the concert given in the Helena May Institute on Tuesday evening, it seems to me that your report gives rise to a moot point. Are local musicians sufficiently strong in their art to appreciate criticism?

As a professional artist, I have found that musicians as a general body are inclined to welcome constructive criticism. On the other hand, I frequently find that the average amateur—and I apply the word "average" in every possible way—are inclined to resent any attitude on the part of the Press and the public which does not savour of adulation.

They forget that the public has to pay as much to listen to an amateur performance as for a recital by professionals. In these circumstances, I opine that the public is fully entitled to voice its opinions—Yours, etc.,

COLINDALE.

Hong Kong, January 16th, 1929.

"THE ROCK" AND THE RATIONALISTS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—"Milinda" makes a fair request and merits an answer. He seems to me to have justified his right to a *nom de plume*.

My letter was directed against the manner in which *nom de plume* have been abused by Rationalist correspondents:—

- As a safeguard against exposure for gross ignorance or disingenuousness,
- As a means of preventing a fair discussion.

The Rock will certainly publish any answers to its charges against Rationalists, which "Milinda" sends, making no alterations without his consent. It will even give him the right to use a *nom de plume*, as long as his letter is up to the level of a man who has an average education in the subject treated and is relevant.

If his letter displays gross ignorance of the present state of knowledge on the subjects discussed, we shall only publish it on condition that he signs his real name.

Should we have to treat any letter of his in this way, we shall give him our reasons, in writing, for doing so with full liberty to publish them elsewhere (provided, of course, he publishes also the document we criticise).

If these conditions are acceptable to "Milinda," will he please communicate with me. I will give him our dates for going to press, etc., so as to avoid having his matter unduly delayed.—Faithfully yours,

P. JOY, S.J.

Hong Kong, January 16th, 1929.

ANOTHER KOWLOON "KICK."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Not only does the Kowloon post-office hold a new home, but the service badly needs improving. We cannot post a letter after 4.30 p.m. unless we are content that it should remain where we leave it until 7.30 next morning. No money-order business is handled, nor is it possible to send off a telegram. What is the use of having the honour of two representatives on the Legislative Council if we are denied the facilities to be found in any little country village at home? Where there is not enough business for a telegraph operator, you can hand your message over the counter and it is telephoned for you to the nearest telegraphic station. This service is available all over England, but here in Kowloon we are a hundred years behind the times in the matter of such facilities. No wonder your correspondent saw the new mail barrow blush for shame! I hope the Kowloon Residents Association will press this matter on our new Legislative Council members, and that they, together with the K.R.A., will keep on agitating until Kowloon has a post-office and a full service in keeping with its importance. I should like to add just a word, in appreciation of the courtesy of the ill-equipped and over-worked counter clerks, and a final protest about the dirty bits of cardboard with pencilled inscriptions which do duty for "official notices"—Yours, etc.,

ANOTHER KICKER.

Kowloon, January 16th, 1929.

THE CHINESE Y.M.C.A.

The Chinese Y.M.C.A. at the annual meeting of its directors on Tuesday night re-elected K. L. Chau, M.A., to the office of President, made Mr. J. D. Bush its vice President, Mr. K. H. Wu its Recording Secretary, and Mr. Wong Kwok Shuen, its Treasurer. There were new directors recently elected, were introduced at this meeting, Dr. Man Wong, Mr. Andrew Cheung, and Mr. S. Wan. The president called attention to the fact that the father of Mr. Wan, the late Dr. Wan Man Kai, was one of the founders of the Hong Kong Y.M.C.A. in 1901, and on the first board of directors.

The Treasurer in his annual report said that the total expenditure for the year was \$73,158.07 which included \$10,400 set aside for the liquidation of debts incurred during the recent lean years.

The General Secretary in his review of the activities during the year said there were 2,400 members. The day school, he said, had enrolled 220 young boys and the night school 118 young men who are employed in day time. Vocational advice had been given to many young men, either with reference to immediate work or to the selection of and preparation for a life occupation.

Students of many schools have found at the Y.M.C.A. a social or athletic headquarters. The basketball and volley ball Leagues have drawn many to the playground. Health campaigns have been carried out in co-operation with the Y.W.C.A. and the China Council of Health Education. The Y.M.C.A. Division of the St. Johns Ambulance Brigade has performed 28,000 vaccinations, and has given many health talks in the New Territories.

The Y.M.C.A. has worked in co-operation with the churches in parts of its programme. Its Sunday night meetings had an average attendance of 250. At present a series on "The Christian Home" is being held.

The Kowloon Branch.

The Kowloon Branch is one of the important developments of the year. Carrying out a project which was first launched some years ago, the branch at the corner of Waterloo Road and Pitt St. is now under construction. The project represents an investment of \$65,000 including land and equipment. Ground was broken on Nov. 12 by Sir Robert Ho Tung and Mr. Wong Kam Fook and the foundation stone is to be laid next month. The building will be ready for use in the autumn.

Mr. Y. H. Tso, M.A., the General Secretary, expressed thanks to the directors and his fellow secretaries, to the members and the subscribers, for their respective contributions towards a year of good results. He looked forward with the directors to the completion of the Kowloon branch, the clearing up of the small remaining indebtedness, and the enlargement of the programme of service during the coming year.

Some of the Feature Numbers from the JANUARY list of VICTOR RECORDS

Here's a great start for the new year. Music to please everybody. Popular ditties of the hour. Smooth dance music with a wallop in every rhythm. Several selections of the more serious music. You'll be missing something if you fail to hear these January Victor releases. Plan to visit us soon!

INSTRUMENTAL AND VOCAL RECORDS

Christmas Hymns and Carols—No. 3
Hark! the Herald Angels Sing—Christians, Awake!—Holy Night—Oh Little Town of Bethlehem—Hallelujah
Christmas Hymns and Carols—No. 4
Calm on the Listening Ear—It Came Upon the Midnight Clear—Nazareth—Star of Bethlehem—Oh Come All Ye Faithful
No. 35946, 12-inch
Prelude in C Sharp Minor—(Bachmanoff, Op. 3, No. 2)
Prelude in C Minor—(Bachmanoff, Op. 23, No. 5) VICTOR CONCERT ORCHESTRA
No. 35951, 12-inch

Three Shades of Blue Suite—Part 1
Indigo (Grofé)
Three Shades of Blue Suite—Part 2
Alice Blue—Heliopole (Grofé)
PAUL WHITEMAN AND HIS CONCERT ORCHESTRA
No. 35952, 12-inch
Twisting the Dials—Part 1 and Part 2
THE HAPPINESS BOYS
No. 35953, 12-inch
My Little Old Home Down in New Orleans
WILL GILBERT
Dear Old Sunny South by the Sea
WILL GILBERT
No. 21574, 10-inch

POPULAR DANCE AND VOCAL RECORDS

Sonny Boy (Theme song of the motion picture production, *The Singing Fool*)
JEANETTE I Dream of Lilac Time
(Theme song of the motion picture production, *Lilac Time*) VICTOR SALON GROUP
No. 35945, 12-inch
Cross Roads (from the Metro-Goldwyn-Mayer picture, *Show People*)
Marie (from the United Artists picture, *The Awakening*) (Berlin) FRANKLYN BAUR
No. 21737, 10-inch
Sonny Boy (from Warner Bros. picture, *The Singing Fool*)
She's Funny That Way—I Got a Woman, Crazy for Me
GENE AUSTIN
No. 21779, 10-inch

I'll Get By As Long As I Have You
Fox Trot With Vocal Refrain
LIVING AARONSON'S COMMANDERS
Sleep Baby Sleep With Vocal Refrain
EDWIN J. MCENELLY'S ORCHESTRA
No. 21766, 10-inch
Shreveport—Stomp
Shoe Shiner's Drag—Slow Blues
JELLY-ROLL MORTON'S RED HOT PEPPERS
No. 21658, 10-inch
I Found You "Out" When I Found You "In" Somebody Else's Arms
Fox Trot With Vocal Refrain
TED WEEMS AND HIS ORCHESTRA
Take Your Tomorrow (And Give Me Today)—Fox Trot With Vocal Refrain
EDWIN J. MCENELLY'S ORCHESTRA
No. 21773, 10-inch

Dusky Stevedores
Blue Shadows (from Earl Carroll's *Varieties*)
THE REVIEWS
No. 21765, 10-inch
Pals Just Pals (from the motion picture production, *Submarine*)
Remember Me to Mary (If She Still Remembers Me)
THE MELODY THREE
No. 21754, 10-inch

Another Kiss—Waltz (from Paramount picture, *Manhattan Cocktail*)
With Vocal Refrain THE TROUBADOURS
Cotta Be Good—Fox Trot
(from Paramount picture, *Manhattan Cocktail*) With Vocal Refrain
NAT SHILKERT AND THE VICTOR ORCHESTRA
No. 21772, 10-inch

There's a Rainbow 'Round My Shoulder (from Warner Bros. picture, *The Singing Fool*)
Happy Days and Lonely Nights
JOHN MARY
No. 21780, 10-inch

Oh! You Sweet Old Whatcha May Call It
Fox Trot With Vocal Refrain
My Scandinavian Gal (By Yumpha Yiminy)—Fox Trot With Vocal Refrain
LIVING AARONSON'S COMMANDERS
No. 21778, 10-inch

Companions—Fox Trot (from the musical comedy, *Three Cheers*)
With Vocal Chorus
Maybe This Is Love—Fox Trot (from the musical comedy, *Three Cheers*) With Vocal Refrain
WARRING'S PENNSYLVANIANS
No. 21783, 10-inch

Upe-a-Daisy!—Fox Trot
(from the musical comedy, *Upe-a-Daisy!*)
With Vocal Chorus
Will You Remember? Will You Forget?
Fox Trot (from the musical comedy, *Upe-a-Daisy!*) With Vocal Refrain
VICTOR AARONSON
No. 21774, 10-inch

Say That You Love Me—Fox Trot
(from the musical comedy, *Hello Yourself!*)
With Vocal Refrain
I Want the World to Know—Fox Trot
(from the musical comedy, *Hello Yourself!*)
With Vocal Refrain
WARRING'S PENNSYLVANIANS
No. 21783, 10-inch

Just a Sweetheart—Fox Trot
(from the motion picture production, *The Battle of the Sexes*) With Vocal Refrain
NAT SHILKERT AND THE VICTOR ORCHESTRA
Was It Love?—Waltz With Vocal Refrain
TED TROUBADOURS
No. 21771, 10-inch



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THE LOSS OF THE S.S. HSIN WAH.

CHIEF OFFICER'S STORY OF THE DISASTER.

COMPLAINTS BY CHINESE SURVIVORS.

23 MEN RESCUED OUT OF 400 ON BOARD.

One of the worst disasters for many years in local waters occurred early yesterday morning off Waglan Lighthouse when the s.s. Hsin Wah struck a rock and foundered with the loss of nearly 400 lives. A high wind and raging seas added to the horrors caused by panic-stricken passengers, among whom were many women and children, fighting for their lives in the darkness. The vessel apparently kept afloat for more than half an hour, yet it does not appear that any serious attempt was made to check the panic or make the best use of the lifeboats.

Mystery appears to surround the loss of the ill-fated vessel. Local shipmasters can advance no reason for the Hsin Wah being so close to land. She was sighted by the keeper of the Waglan Lighthouse fighting her way into harbour in the teeth of a gale at about 3 a.m. He saw that she was taking a course to eastward that would bring her too close to the northern end of Waglan, but as she made no distress signals and gave no indication of being in difficulties, he came to the conclusion that the navigator wished to obtain full advantage of any respite from the wind and seas that the land would offer.

The vessel struck a rock and sent up distress signals at 3.40 a.m. There were four European officers on the ill-fated ship, none of whom appear to have been on watch at the time. Captain Jensen, a Dane, was well-known on the China coast. He had been in the service of the owners of the Hsin Wah (the China Merchants Steam Navigation Company) for some considerable time, and joined the China Coast Officers' Guild in January, 1915. The Chief Engineer, Mr. Patrick Campbell, was also a member of the Guild of long standing. The Chief Officer, Mr. P. A. Jacobsen, the only European survivor, was a Russian, as was the Third Engineer, Mr. Peter Solomonjuk.

The Hsin Wah was carrying about 400 passengers, including about 30 women and children, all of whom were lost, and a crew of 103. There were no saloon passengers on board. She left Shanghai on January 11th, calling at Swatow, leaving that port on Tuesday. Most of her passengers were coolies, many of whom were disbanded soldiers.

THE MYSTERY OF THE WRECK.

"What is the mystery underlying the loss of Hsin Wah off Waglan early yesterday morning?"

This question is being asked in local shipping circles. There are survivors who assert that the ship foundered in a very few minutes. Others again—and the authorities seemed inclined to attach more credence to their version of the disaster—declare that the vessel struck at approximately 3.40 a.m. and foundered at about 4.15 a.m. Yet very few of the passengers were wearing lifebelts and only two lifeboats were able to be launched.

"It was every man for himself," declared Chung Ming Shang, a survivor, to a *Press* representative. "The screams and shouting were awful and there did not seem to be any attempt to restore order or deal with the panic."

PANIC-STRICKEN PASSENGERS.

Graphic stories of fights between groups of panic-stricken passengers to secure possession of gratings, spars, and other loose deck gear were told to our representative by other survivors. A woman, who had grabbed a lifebelt for herself and her two young children was struck down and overpowered by half-a-dozen men and the lifebelt was torn from her grasp. The next instant, a heavy sea broke over the vessel and the whole party were swept over the side.

There was utter confusion. The first lifeboat to get clear from the ship had room for thirty people. Nearly three times that number attempted to fight their way into the boat. The boatswain, Tsai Chu Sung, with another member of the crew, attempted to restore some semblance of order in lowering this boat. Observing that his efforts in this respect were of no avail, he desisted. Owing to interference, he had to cut the boat's falls. Fortunately, the boat reached the water without capsizing. A number of men were able to swarm down the falls. Others were torn away from the ropes just as they were about to leave the ship and, struggling with their assailants, fell into the raging seas.

Apparently strong swimmers were no better off than non-swimmers. The few men who were equipped with patent lifebelts, even, were lost almost as soon as they jumped overboard. The heavy seas simply battered them to death against the ship's side.

NO. 3 LIFEBOAT GOT AWAY.

No. 3 lifeboat finally got away from the stricken ship with about ten survivors. Three times that number clambered into the craft from the water but, tossed and buffeted by the waves, many were swept into the sea again and were drowned. The boatswain, fifteen members of the crew, and four male passengers huddled together for warmth. Tossed and threatened with capsizing again and again by the wild seas, they passed a most anxious time until they were rescued from their perilous plight by a fishing junk, No. 2306 H.W., which brought them to Kowloon where they were taken care of by the Harbour Police.

SURVIVORS INTERVIEWED.

SCENE AT WATER POLICE STATION.

A *Daily Press* representative interviewed these survivors yesterday afternoon. Nineteen men and a boy aged about 14 years of age, were herded together outside the Water Police Station. Many of them were still wearing lifebelts in order to give warmth. Almost all of them were scantily clad, having discarded their heavier clothing when the ship struck. They all bore signs of having been battered about by the heavy seas. The boy had sustained a black eye which he said was the result of a wave smashing him against a stanchion. A deck-hand had an injured foot. Among this batch of survivors, sixteen were members of the crew and four were passengers. All were Ningpo men.

At first, the men were loth to converse about their experiences but demanded to know why they were being detained by the police.

"Cannot the police understand that we want to get in touch with our agents?" demanded their spokesman. "We are not criminals. We want money for clothes, cigarettes, and above all, to send telegrams to our families telling them that we are safe. Have the police no sympathy for us?"

Another was loud in denunciation of the "Second Mate, who was in charge of the bridge of the Hsin Wah at the time of the disaster."

The boatswain's story. "I will never again sail under a Chinese officer," said the boatswain angrily. "Mr. Kuo Ching Hui was an Amoy man and had only made three trips. What seafaring experience could he possess? He was only an apprentice when he made the other trips and had never before been entrusted with the navigation of a ship. This was his first trip as a second mate."

Frenzied scenes. "She listed badly and water pouring into the engine room put out her fires, and almost immediately the ship was plunged into darkness. Passengers streamed up from the staterooms shrieking and screaming. Men ran about frantic and demented, trampling on women and children. Many people who had sufficient presence of mind to put on lifebelts had them torn from them by madmen," said another member of the crew.

"Women and children stood no chance. Throughout, we saw nothing at all of the European officers. A few of us stuck together, tied lifebelts around our bodies, and cut down a lifeboat from the davits. It was impossible to get into the boat in the normal way owing to the crush around the rail, so that as many as could get near the side jumped into the water and swam as best we could toward the boat which the seas were sweeping away from the ship."

Swim To Lifeboat.

"The wind almost pushed us under the water and I doubt if we should ever have reached the boat had not one of us carried a pocket torch. Fortunately, the water did not injure the battery at that time. We clambered into the lifeboat feeling almost exhausted by the cold and the effort of the swim. We could hear cries in the darkness and we shone the torch over the blackness of the waters to guide any poor souls who were fighting for life to the boat."

"Once, a woman was swept by on the crest of a wave. She had two little children clinging to her. I made a grab at her but missed. I saw her suddenly disappear. One of her little ones came to the surface a second later and I saw its tiny arm wave before it went under to join its mother and sister. Then the battery of our torch gave out and once more we were in darkness at the mercy of the elements."

"Fortunately for us, a fishing junk had seen the flicker of our torch and bore down toward us. We shouted to its crew to save our lives. Our lifeboat was nearly full of water to the gunwale and every second we thought it would sink. The junk came alongside after what seemed like years and we were taken on board after drifting about near the scene of the wreck for over an hour. Just as the last man reached the shelter of the junk, our lifeboat sank."

"The crew of the junk were very kind to us. They shared their clothing with us and took us to Shaikwan."

Asked as to the probable fate of the other passengers and members of the ship's company, the survivors said that it was unlikely that any of them had been saved, for not even the strongest swimmer could support himself for long in the tempestuous seas. According to the seamen in the party, the Captain was asleep in his cabin at the time of the accident, and went down with the other officers.

No Wireless Apparatus. "It was stated by the boatswain that the ship carried no wireless apparatus and was therefore unable to circulate distress calls for assistance."

At about noon another junk arrived in the harbour with the Chief Officer of the Hsin Wah, Mr. P. A. Jacobsen, on board. Mr. Jacobsen was found floating in the water in a semi-conscious condition. This junk also found two more Chinese clinging to an overturned lifeboat. It appears that this boat, full of people, capsized as it was being lowered. These three survivors were removed to the Government Civil Hospital suffering from the effects of severe exposure. Our representative visited them in the hospital and listened to further harrowing tales of the disaster.

One of the Chinese, Wong Ping Chuen, said that he was swimming in the water when the overturned boat, to which many people were clinging, was swept down almost on top of him. He joined the crowd clinging to its keel and an effort was made to right it. This attempt proved successful and about two dozen men were able to climb into it. Working feverishly with their hands, they tried to bail out the water which covered the thwart of the boat but a terrific sea overturned it again.

A Fight For Life.

"I had just fought my way, breathless and tired, to the surface," said Wong, "when somebody grabbed my legs under the water and nearly dragged me under again. I kicked myself clear but was seized round the neck by another man. Just then a wave caused the boat to strike him. His forehead was cut open and he let go of me and sank immediately. Again the boat righted but, alas, there were only twelve people left to get into her."

Misfortune seems to have dogged this pitiable few. "She was upset again," continued Wong, "and we were all spilled into the sea. We felt perished with cold, tired, and everything seemed hopeless."

"Many of us thought it did not matter any more and just went to sleep in the water. I and Chung Ming Shang here, kept awake, however, and clung to the bottom of the boat. We were over six hours in the icy-cold water before we were picked up by the junk."

THE CHIEF OFFICER'S STORY.

For some time the Chief Officer, Mr. Jacobsen, was in a precarious condition and unable to be interviewed. By the courtesy of the doctor at the hospital, however, we were finally able to get his story, which he related bit by bit as he gained strength.

"I cannot throw much light upon what happened," declared Mr. Jacobsen. "I was asleep in my cabin. There was a violent shock and a screeching sound which I now know to be the sound of tearing metal plates. I found myself on the deck right under my bunk. My cabin seemed to be turning upside down. Then the bulkhead and walls of the cabin were torn open and the sea rushed in. Helpless and able to do nothing to save myself, I was swept through a gap in the side of the cabin and was carried clean overboard. It seemed that I was in a horrible nightmare. I could hear screams and cries but it was impossible for me to swim back to the ship. The sea was so rough and the current was so strong that I had great difficulty in keeping afloat."

"I could hear other swimmers near me and now and then a drowning man swept past. Then the cold seemed to numb my senses. My legs were giving me great agony and I could feel the cramp beginning to attack my arms. I cannot recollect anything more."

Apparently this survivor was clinging to a piece of wreckage in an unconscious condition when he was picked up.

THE FIRST INTIMATION FROM WAGLAN.

The first intimation of the tragedy was received by the authorities here by wireless from Waglan Lighthouse which reported having seen an unidentified vessel drifting down upon the rocks in the darkness. As soon as the message was received, No. 4 Police Launch—the only launch able to withstand the terrific seas running beyond the harbour yesterday—was sent to the spot. Although she made an exhaustive search, the launch was unable to locate any survivors. Acting upon wireless instructions, she returned to harbour.

Later, the launch made another visit to the spot. Several bodies were seen in the water but owing to the rough sea, it was impossible to recover them. At low tide, the top of the Hsin Wah's mast was seen above the water. At high tide, however, there remained no trace of the vessel.

AN ILL-FATED SHIP.

The Hsin Wah was one of the best of the China Merchants Steam Navigation Company's vessels and was built for the company in 1921 by Messrs. Napier and Miller, Ltd. of Glasgow. Her length was 270 ft.; breadth 40 ft.; draught 21.6 ft., and she had a displacement of 1,940 tons. She left Shanghai for Canton via Swatow and Hong Kong with a fairly large cargo for this port.

All her passengers were travelling steerage and a number of them were disbanded soldiers from the north. It was rumoured early yesterday morning that the ill-fated vessel was the Hydrangea which had been overdue. Inquiries made at the offices of the Chin On S.S. Company, however, refuted the fact that the Hydrangea was safe and sound in harbour at Swatow having delayed leaving owing to the excessively rough weather outside.

It will no doubt be recalled that the Hsin Wah was captured by pirates in April of last year, when currency to the value of \$20,000 was looted from the ship in addition to silk cargo valued at \$12,000. Five passengers were kidnapped on that occasion. The ship had left Shanghai with 300 deck passengers and 300 tons of valuable cargo on board. On the following Saturday afternoon she was seized by some of the passengers who were pirates in disguise. The ship was steered by her captors to Bias Bay, where she anchored.

An unknown launch appearing on the scene caused the pirates to become alarmed. They hurried ashore in one of the ship's boats, taking Captain Jensen, Chief Officer Lices, three of the crew and five of the passengers with them as hostages. As the launch did not approach the ship, however, the pirates returned on board, taking only the Chief Officer with them.

A second and more effective scare was provided by the sudden appearance of the Chinese gunboat Chung Shan which headed for the ship. Again the pirates beat a hasty retreat.

In the meantime, Captain Jensen had rowed back to the ship. He was able to signal to the gunboat which landed a party to go in pursuit of the pirates. After a scorch of two hours, the landing party returned without having discovered the whereabouts of the pirates. The marooned passengers and Chief Officer were rescued.

KWANGTUNG AND OPIUM.

ABSOLUTE PROHIBITION FROM MARCH 1ST.

\$300,000 TAELES CONSUMED IN 1928.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, January 16th. In compliance with the edict of the Nationalist Government, opium smoking in Kwangtung will be strictly prohibited from March 1st of this year. The Canton Political Council has long been considering plans for the prohibition of the habit. It will be remembered that the Departments of Finance and Civil Affairs have long been instructed to give the matter careful consideration and to draw up the necessary legislation for the prohibition of opium smoking. It is understood that these Departments have already submitted a set of plans to the Government and they will be put into force as soon as the Canton Political Council has approved of them.

BIG LOSS TO REVENUE.

According to the Government if it were not for the fact that the provincial revenues are so interwoven with the sale of opium, the smoking of the drug would have been banned long ago but Kwangtung, now, as always, derives its revenues largely from opium. This was frankly stated by General Chen Ming Shu, Chairman of the Provincial Council, in his inaugural speech at Government House a month ago when he said: "The proper revenues from land taxation amount to only \$3,000,000 per annum while those from the opium and wine monopolies—two manifestly improper taxes—amount to \$23,000,000 annually." Another factor that has to be considered in the prohibition of the smoking of opium is that the neighbouring provinces, Kwangsi, Yunnan and Kweichow, are all big opium producing centres. These provinces are directly dependent upon opium for a large part of their revenues and it is therefore evident that the financial aspect of the matter must be considered. Marshal Li Tsai Hsin has long ago pointed out that unless these provinces prohibit opium smoking simultaneously, action by Kwangtung is not going to be very effective, for the drug can be easily smuggled into Kwangtung.

But Kwangtung is going to prohibit opium smoking at any cost. The Government has repeatedly called the attention of the people to the bad effects of the habit. Opium smoking, its spokesmen declare, enfeebles the mind and body, takes away the vitality and reduces a man to incompetence in everything. During the period of Political Turmoil, this habit must be suppressed. After March 1st, any one found smoking opium will be heavily fined.

According to information from official sources, the amount of prepared opium consumed during the year 1928 was 5,800,000 taels. The cost of this was in the neighbourhood of \$10,000,000. This would mean that on the average about 30 cents per annum per capita has been spent on opium, the population of Kwangtung being estimated at 30,000,000.

GEN. CHEN MING SHU'S NEW YEAR BANQUET.

TO COLLEAGUES AND FOREIGN GUESTS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, January 16th. General Chen Ming Shu, Chairman of the Provincial Council, and Marshal Li Tsai Hsin will give a New Year banquet to-morrow evening at Government House to their official colleagues, the members of the Consular Body at Shameen and a great number of foreign residents and visitors to Canton, including Dr. and Mrs. J. W. H. Ferguson, Commissioner of the Customs of Canton, Mr. and Mrs. L. Henry, the Canton Postmaster, Major and Mrs. G. W. Olivecrona, Chief of the Kwangtung Board of Conservancy, Captain and Mrs. Michael, Commander of the South China Patrol, Mr. Stig-Nielsen, a Danish merchant who has come to Canton from Tokyo on business, H.E. Henrik de Kauffmann, the Danish Minister to China, M. Avenol, Assistant Secretary-General of the League of Nations, Commander Clarke, Commander Pote, Captain Clements, Lieut. Laurin, Lieut.-Colonel S. Makino, Commander Ejiri Matsura, Mr. and Mrs. Roger Dr. Wolcott, Dr. James Henry, Provost of Lingnan University, Captain Grange, Rear-Admiral Stotz, Capt. Lauvreaux Lamotte, L. de Badens, A.D.C., Father. Bousquet, Dr. Schneider, a well known German physician here, and a score or more of others.

Government House is being beautifully decorated for the occasion. The banquet will be Chinese and the famous dishes for which Canton has long been noted will all be served. In the absence of Marshal Li Tsai Hsin, General Chen Ming Shu will act as the toastmaster, and will welcome his guests, after which M. Avenol, H.E. Henrik de Kauffmann, Rear-Admiral Stotz, and Dr. Chao Hsin Chu will speak in the order named.

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JAPAN TO RE-OPEN NEGOTIATIONS.**TROOPS RETAINED IN SHANTUNG.****NO RECOGNITION OF NANKING.**

[THROUGH REUTER'S AGENCY.]

TOKYO, Jan. 16th.

The Japanese Minister has left for Shanghai this evening. Though he has not been specifically commissioned to negotiate with Nanking, it is expected that Mr. Yoshizawa will seize this opportunity to initiate fresh informal negotiations for the settlement of the Tainan incident and other questions.

In the meantime, despite rumours to the contrary, it is learned authoritatively that the Premier is determined to retain Japanese troops in Shantung till satisfactory guarantees are forthcoming. He will also continue to negotiate Manchurian questions at Mukden, as, even if the tariff question is settled satisfactorily, this is not regarded as recognising the Nationalist Government.

(Wah Tsz Yat Pao.)

It is learned from Nanking diplomatic circles that the Nanking Government has decided to ignore all secret treaties concluded by the defunct Peking Government with Japan.

INACCURATE CHINESE PAPERS.

[THROUGH REUTER'S AGENCY.]

PEKING, Jan. 16th.

The Legations learn that Chinese papers in Canton and elsewhere are publishing the texts of recent treaties without the annexes, in which the most important provisions are often embodied. The papers are thus conveying an entirely incorrect impression of the significance of the treaties.

MANCHURIAN POSTS.

(Wah Tsz Yat Pao.)

SHANGHAI, Jan. 16th.

In accepting the control of the Nanking Government, General Chang Hsueh Liang and General Wen Fu Lun have issued a circular telegram announcing that they will become respectively Commander and Vice-Commander of North-Eastern Defences.

FAMINE IN SHENSI.

(Wah Tsz Yat Pao.)

SHANGHAI, Jan. 16th.

The famine condition in Shensi province is more serious according to a telegram from Sui-an, the capital of Shensi. In some districts people have nothing to eat but bark and roots. Some people have been driven by extreme hunger to commit suicide by throwing themselves into wells or jumping over cliffs.

BRITISH TRAWLER SAFE.**"THOMAS HARDY" AT TROMSOE.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 16th.

News has been received that the trawler "Thomas Hardy" and her crew, which was yesterday reported from Tromsøe to be lost, are safe at the Norwegian port.

FORD MOTORS OF CANADA.**WALL STREET DAZZLED BY SHARE ACTIVITY.**

[REUTER'S AMERICAN SERVICE.]

New York, Jan. 16th.

Even-hardened Wall Street has been dazzled by the sky-rocket-like activities of Ford Motors of Canada. The shares closed on the New York market last night at \$725. They opened to-day at \$825 and soon rushed up to \$850. They then melted to \$725 upon an authoritative statement that the company showed a \$4,000,000 deficit in 1928 and there was no prospect of a dividend in 1929.

BETTER SITUATION AT HANKOW.**BOYCOTT PICKETS WITHDRAWN.****JAPANESE POLICY SUCCEEDS.**

[THROUGH REUTER'S AGENCY.]

HANKOW, Jan. 16th.

Tuesday evening passed off quietly. A tour of the Japanese Concession and its environs reveals that not a single picket is in sight, so apparently, as a result of today's advice from Tokyo and the Japanese Consul's representations, the Chinese authorities have taken action to stop what threatened to develop into a serious position this afternoon.

Immediate danger has now been averted and the general situation seems much more easy.

(Wah Tsz Yat Pao.)

Strike Law.

SHANGHAI, Jan. 16th.

The vernacular press states that the Hankow Strike Committee has issued an order that from the 14th inst no Chinese employees may work in Japanese firms and private residences in the Japanese Concession. Anyone found disobeying this order will be strictly dealt with in accordance with the "Strike Law."

COMMUNIST PLOTS IN JAPAN.

(Wah Tsz Yat Pao.)

SHANGHAI, Jan. 16th.

According to information from foreign sources Japanese authorities have discovered a colossal plot directed by the Soviet Government in Japan. It is stated that a number of Japanese Communist leaders are actively engaged in spreading radical propaganda against the present imperial regime and have wide ramifications throughout the nation.

Most of the high officials of the Japanese Government are urging the severance of diplomatic relations with Soviet Russia in view of her violation of the sacred obligations of treaties.

ENGAGEMENT OF HELEN WILLS.**ROMANCE OF THE RIVIERA.**

[REUTER'S AMERICAN SERVICE.]

BERKELEY, California, Jan. 16th.

The engagement is announced of the tennis star, Miss Helen Wills, to a young San Francisco broker, Fred Moody. It is believed that the romance started on the French Riviera in 1926.

TURKISH REFORMS OPPOSED.**REVOLUTIONARY FANATICS ARRESTED.****PLOT TO MURDER OFFICIALS.**

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, Jan. 15th.

Twenty-two of the persons taken into custody on the discovery of the plot against the Government are to take their trial at the Criminal Court on Monday next. The accused are alleged to be the principal organisers of the conspiracy, which based its appeal to support on opposition to the recent reforms, which they described as "irreligious."

The movement had become widespread before the police at Broussa got wind of the plot, and made arrests which were followed by more important captures in Constantinople.

It is now alleged that the plot was initiated by a man who is serving a sentence of penal servitude at Broussa.

A secret organisation had been formed, calling itself "The Revolutionary Committee for the Defence of Islamism."

It proposed to liberate all prisoners, to destroy telegraphs and telephones, to kill the Governor and Military Commander of Broussa, and other leading officials, and to march on Angora and there to overthrow the Government.

GENERAL BOOTH'S REFUSAL.**HIGH COUNCIL'S LIMITED POWERS.****ILLEGAL ACTION.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 15th.

The tense dramatic atmosphere that has marked the Salvation Army conflict regarding the illness of General Booth and the future leadership of the organisation, was increased to-day when it became known that the reply of the sick leader to the High Council's request for his retirement was a definite refusal.

The message was carried from Southwold to Sunbury-on-Thames by Mrs. Booth, the wife of General Bramwell Booth, who travelled the whole way by motor-car.

The distance is at least 126 miles and in order to be present at the appointed time, Mrs. Booth was obliged to leave Southwold before dawn.

When the car started, a fierce snow-storm was raging and it continued for a large part of the journey.

Although the strictest secrecy was maintained at Sunbury Court regarding the nature of the reply, it soon became known that it consisted of a firm refusal to retire.

Frail And Weak.

The report received by the High Council from the deputation which laid before General Booth its decisions regarding the leadership has been published. It is stated that the General looked frail and extremely weak. General Booth's public statement, however, is vigorously phrased. In it, he recalls that for fifty years he has spent all his time and energy, and has toiled incessantly amidst such burdens of anxious care as few men are called upon to bear in extending and leading the Salvation Army. He says he has never had a prolonged rest, and refers to the steps he took for the responsibilities of his office being carried on by his chief of staff, Commissioner Higgins, during his illness.

High Council's Power.

General Booth's attitude is revealed by an exclusive statement to Reuters, in which the General emphasises "that the Founder of the Salvation Army instituted the powers under which the High Council could be called. The sole purpose of a High Council can be the turning out from office of a General who is spiritually unfit, and electing a successor if that is done, or if, for any other reason, there should be no General."

General Booth declares emphatically: "Legally, the High Council has absolutely no power even to propose, let alone make, any changes in the Constitution."

"I feel I should be less than a man, let alone the leader of a great religious organisation, if I agreed to a request to retire at a time when I understand that there is an agitation to change the foundation upon which it rests. Therefore, I am compelled to refuse to do so."

The High Council adjourned without coming to any decision this evening, after discussing all day long General Booth's reply to their request for his retirement.

CHANNEL TUNNEL INTEREST.**GOVERNMENT URGED TO AGREE.****MILITARY CONSIDERATIONS.**

[REUTER'S AMERICAN SERVICE.]

ROGEE, Jan. 15th.

It is expected when Parliament resumes that the Government will make a statement regarding its attitude towards the construction of a tunnel under the English Channel.

Before Parliament adjourned at Christmas a motion was put down by members of all parties urging the Government to assent to the project.

It is unlikely that the Government will be able to spare the time for a discussion of the motion, but it is anticipated that a statement by the Government will be made at question time. It is understood views on the subject are being obtained on the one hand from the Committee of Imperial Defence and on the other hand from the Board of Trade and the Ministry of Transport.

The two Departments last named are preparing data regarding the effect of a tunnel upon cross-channel traffic and on similar matters.

It is believed, however, that the opinion of the naval and military experts will be found to be still adverse.

DEFINITE ADVANCE NOTED.**KING'S INCREASED STRENGTH.****CONFIDENCE AT THE PALACE.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 16th.

It is understood that the King passed a fairly good night and his slow progress is maintained.

Reuters is informed that the King is now definitely stronger than at any time since the beginning of his illness, but the increase in strength is very gradual and cannot be measured from day to day, though compared with a fortnight ago His Majesty is considerably stronger.

The difficulty of persuading the King to take nourishment has largely been overcome, and for the past week he has been taking more food. This is reflected in his increased strength and a feeling of considerable confidence now exists at the Palace.

Fewer Bulletins.

The changes made in the patient's condition are so slight that it is stated that bulletins would be issued at even longer intervals were it not that the King's doctors are unwilling to leave the country without information of His Majesty's condition for longer periods until all cause of anxiety has passed. Meanwhile, the treatment has been continued along the same lines as hitherto. The doctors were in attendance yesterday at the Palace in the morning and evening and the usual measures for increasing His Majesty's strength were pursued.

Tuesday's Report.

A bulletin issued from the Palace at eight o'clock on Tuesday evening stated:

"The King has had a quiet day. The progress previously noted, though slow, continues. The next bulletin will be issued on Thursday morning."

Regarding the reports of the supply of milk from Holland, which occasioned some surprise, the truth is now explained by a statement to the effect that the consignment from Amsterdam was immediately distributed among the poor.

It is now pointed out that such gifts have been made wholly on the initiative of the donor. Milk for the King is being supplied by His Majesty's own farms.

WINDFALL FOR THE POOR.**GLASGOW MAN'S LEGACY.**

[REUTER'S AMERICAN SERVICE.]

ROGEE, Jan. 15th.

John MacGregor, a Glasgow man who made a fortune in business in Rangoon and who died in 1900, provided in his will that the residue of his estate should, on the death of his wife, be divided equally between the poor of Glasgow and Rangoon. His widow having now died, money amounting to about £240,000 now goes to the magistrates of Glasgow and the Municipality of Rangoon for distribution.

KELLOGG PACT RATIFIED.**ONE DISSENTIENT IN U.S. SENATE.****RIGHT OF SELF DEFENCE.**

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Jan. 15th.

The threat of opposition to the ratification of the Kellogg Pact did not eventuate. The necessary legislation passed through the Senate to-day, the Treaty being ratified by 85 votes to one.

Senator Blaine of Wisconsin was the sole opponent of ratification, and the Senate overwhelmingly rejected his resolution in favour of recording the freedom of action reserved by Britain did not constitute reservation of the treaty.

Senator Borah presented a report from the Committee of Foreign Relations which records that they do not consider that the pact curtails America's right of self defence, and the Monroe Doctrine remains part of America's system of self defence.

THE CUBAN SUGAR INDUSTRY.**ALL RESTRICTIONS WITHDRAWN.****MARKETING SCHEME TURNED DOWN.**

[THROUGH REUTER'S AGENCY.]

HAVANA, Jan. 15th.

At a joint conference of the Cuban National Defence Commission and the Cuban Export Company, a proposal for the co-operative marketing of sugar was considered but was withdrawn. As a result the 1929 crop will be handled individually with no restriction upon growing, harvesting, grinding or selling.

The decision must be approved by President Machado, who has indicated that he will be governed by the decision of the sugar industry.

SOUTH AMERICAN RAILWAY.**TRANS-CONTINENTAL LINE.****AMERICAN FINANCIERS' PLAN.**

[REUTER'S AMERICAN SERVICE.]

LIMA, Peru, Jan. 16th.

The plan of a group of American financiers, who propose to build the first transcontinental railway through equatorial South America, has been advanced by the passing of a bill through Congress authorising the government to make the necessary concessions.

BRITISH INDUSTRIES FAIR.**PROSPECTS OF RECORD SUCCESS.****ALL SPACE BOOKED.**

[BRITISH WIRELESS SERVICE.]

ROGEE, Jan. 15th.

The prospects for the British Industries Fair, which will be held from February 18th to March 1st, are extremely satisfactory.

At the White City in London, almost every branch of British industry will be represented. The Fair at the White City will be the largest of its kind ever held in this country.

The original estimate of accommodation required was 280,000 square feet. At last year's fair, 250,000 square feet was let to exhibitors. The total space booked this year is over 300,000 square feet.

The demand for space at Birmingham has been so great that the whole of the available area in the Exhibition buildings, 200,720 square feet, was soon let and the authorities had to prepare rapidly an open-air section for such exhibits as road-making apparatus, tractors, and farm buildings.

As regards buyers, the situation is equally satisfactory. The number of overseas firms which have informed the Overseas Trade Department that they will be represented at the Fair is over six times as many as at the corresponding date last year, when only 110 firms had accepted invitation, though the actual number who attended was 1,933. At present, close on 700 acceptances have been received, so that the overseas buyers attending the Fair should be considerably in excess of last year's number.

FAMOUS LEADERS OF FRANCE.**ILLNESS OF CLEMENCEAU AND FOCH.**

[THROUGH REUTER'S AGENCY.]

PARIS, Jan. 15th.

Marshal Foch, who is suffering from a heart attack, spent a good night, his condition showing some improvement.

At a late hour this evening, it was officially stated that the improvement in his condition was being maintained.

M. Clemenceau.

M. Georges Clemenceau, the aged French politician, has been taken ill with influenza.

It is not thought to be serious. M. Clemenceau is 87 years of age.

TOTALISATORS IN ENGLAND.**COUNTRY DIVIDED INTO TWO AREAS.****ALL READY IN MAY.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 16th.

A scheme to divide the country into two areas based on London and Leeds to deal with the erection and working of totalisators in the south and north respectively was decided at a meeting of the Racecourse Betting Control Board yesterday. Sir Clement Hindley, interviewed by Reuters, said that the Board had entrusted the principal power to an engineer of the Post Office, while other experts had the task of recommending the most suitable mechanical appliances to work the totalisators, which he hoped would be functioning on a number of racecourses at the beginning of May.

WORLD SHIPBUILDING FIGURES.**BRITAIN'S 47 PER CENT.****LOSS ON PRE-WAR RETURNS.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 15th.

Lloyds Register reports that shipping under construction at the end of December in the British Isles showed an increase of 133,000 tons, compared with September, although the present total of 1,242,000 tons is 334,000 tons less than at the end of 1927.

The average tonnage constructed for the six years 1923-1928 only amounted to 1,220,000 tons, compared with an average of 2,000,000 tons in 1913.

About 113,000 tons of the new tonnage now in hand in Britain is intended for the British Dominions. The tonnage being constructed abroad is 1,375,000 tons, this being 56,000 tons lower than in September, but it exceeds by 132,000 tons the tonnage being built in the British Isles.

Four countries abroad have more than a hundred vessels under construction, these being Germany (352), Holland (182), France (161) and Japan (118).

The total tonnage under construction throughout the world is 2,618,000 tons, of which 47 per cent is being built in the British Isles, compared with a pre-war percentage of 57.

A reduction is again shown in the tanker tonnage under construction, compared with 1927.

The tonnage of motor ships being constructed in the British Isles is still less than the tonnage of steamers.

The world figures for motor ships under construction exceed by 184,000 tons the similar total for steam tonnage.

OBITUARY.**COUNT SUTEMI CHINDA.****JAPANESE DIPLOMAT.**

[THROUGH REUTER'S AGENCY.]

TOKYO, Jan. 16th.

The death is reported of Count Sutemi Chinda, the Lord Chamberlain.

Count Chinda was born at Hiroaki in 1856, and after graduating in the United States entered the Foreign Office service in 1885.

From San Francisco, where he was Consul-General, he was transferred to Shanghai, and from there went to Russia in 1900, and the following year returned to Tokyo as Assistant Foreign Minister. After the Russo-Japanese war he went to Europe, and held the post of Ambassador in Berlin, going thence to Washington, and to London in 1920, having meanwhile attended Versailles as one of the Japanese representatives at the Peace Conference.

In 1921 Count Chinda was attached to the suite of the Crown Prince (the present Emperor) on the occasion of the Prince's visit to Europe, and was subsequently appointed Grand Steward of the Prince's Household, which post he held until about a year ago.

COMDR. B. J. LITTELEDALE.**THE DEATH IS ANNOUNCED OF COMANDER B. J. LITTELEDALE.**

[THROUGH REUTER'S AGENCY.]

The death is announced of Commander B. J. Littledale, an English naval officer, who was attached to the Royal Naval Office at Shanghai. He died suddenly of pneumonia.

SITUATION IN KABUL.**CAPITAL'S MYSTERIOUS SILENCE.****BANDITS CLOSING IN.**

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 15th.

Much of interest and importance has been left unsaid regarding the present situation in Afghanistan in the latest despatches received in authoritative quarters in London from Kabul.

The news received does not indicate the definite whereabouts of the abdicated monarch, Amanullah, and does not reveal how the Sirdars and the Mullahs view the crowning of the new ruler, Inayatullah.

It is pointed out that the armed bands acting in the north of Kabul under the direction of the rebel leader Bachasakao are still actively engaging the Afghan troops on the outskirts of Kabul.

Foreigners Safe.

It appears that fighting was renewed in the vicinity of Kabul shortly after the Mullahs had fixed up an armistice. Communications with Kabul are again intermittent and the situation is obscure, but all foreigners are reported to be safe.

The bandit leader Bachasakao evidently commands the situation around Kabul and a message from Delhi reports that he has captured Jagdalak, midway between Jalalabad and Kabul.

Attitude To Bandits.

As Bachasakao's campaign is actuated mainly by a desire for loot, there is nothing to indicate that Inayatullah's attitude to the rebels will differ from that of his predecessor.

A message from Peshawar to-day says that information has been received indicating that following a lull, fighting has broken out on a considerable scale on the outskirts of the capital.

Meanwhile, the message adds, it is not yet known how the various tribal chiefs have received Inayatullah's succession.

Pro-British King.

The Berlin evening papers commenting on the developments in Afghanistan consider that the downfall of Amanullah is a defeat for Moscow to the advantage of Great Britain.

The *Deutsche Allgemeine Zeitung* says it means Moscow's influence over Kabul has been ended for an indefinite period.

The *Boersen Zeitung* places great emphasis on the pro-British proclivities of the King.

Telegrams in Brief.

Well-informed quarters in London express the opinion that the Belgian authorities ordered the detention of the Communist, Mr. Saklatvala, Mr. Mr. Maxton, and Mr. Reginald Bridgeman, believing that they had the intention of attending some conference in Belgium.

After a long trial at Kieff of twelve villagers accused by the Soviet of anti-revolutionary activities, a verdict of guilty was returned against all. Sentence of death was passed on five of the accused, the remainder being committed to prison for terms ranging from eight years downwards.

The Government of Peru has sent the Secretary-General of the League of Nations a cheque for £16,000 in payment of her contribution for 1928, and part of her arrears since 1920.

The Chamber after a brief debate unanimously passed a Bill providing for the construction this year of one cruiser, six destroyers and six submarines.

Mr. Daniel Guggenheim the well-known copper magnate, has, it is stated on reliable authority, placed at the disposal of the Chilean Government the sum of £100,000 on condition that it is used for the development of aviation in Chile.

Guggenheim has very large nitrate and copper properties in Chile.

Following the heavy increase of 249,500 in the number of unemployed in the last week of December, the return from London for the week ended January 14th shows a decrease of 63,130. The total, on the date named, was 1,462,000, which is 220,431 more than the year before.

The Grand Council of the British Empire Cancer Campaign has authorised the offer of two prizes of £500 each, to be awarded one in 1931 and the other in 1932, for the best original piece of work in the investigation of cancer, carried out in the British Empire. The awards will be known as the Garton Prize.

LOCAL FOOTBALL.

THIRD INTERPORT TRIAL GAME.

POLICE BEAT SOUTH CHINA.

The third Interport Trial game will be played on Wednesday next, 23rd instant on Hong Kong F.C. ground, at 4.30 p.m. The game will be between a selected team and a team of the Navy and Army combined.

The following are to play:—
Clarke, Wynne and Dodson; C. F. Remedios, Hudson and McBride; Barkham, Fung, King Cheong, A. Gosano, Suen, Kum Shun and Caldwell.

Reserves:—Lai Yuk Tat, Hill, Wong Shui Wah, Goldman and Roeha.

LEAGUE GAMES POSTPONED.

The following league games have been postponed at the request of the China Athletic Association.

On Saturday, January 19th:—

Division I.

China Athletic v. Royal Artillery.

Division II.

China Athletic Reserves v. R.A. Reserves.

YESTERDAY'S GAMES.

Matches in the Hong Kong League played yesterday, resulted as under:—

Division I.

Queen's Regt. 0 R.A. 0.

H.K. Police 1 South China 0.

POLICE v. SOUTH CHINA.

Fielding exactly the same players on the Kowloon F.C. ground as the did on Saturday last at Caroline Hill, the Police turned the tables on South China and inflicted the first defeat of the season on the league leaders. The Police have lowered the colours of prospective champions before this season and taking the lead in the first half of the game yesterday, the defence kept out the severe raids by South China and won a fine sporting game by the only goal scored.

South China opened with their usual dash, but Clarke was very safe in the Police goal. From a rush by the Police forwards, Fraser sent the ball into the net giving Pau Ka Ping no chance. South China then put on pressure but the defence held out.

Being a goal down on resuming, South China went off with a dash but were held by the Police middle line. The Police then attacked and Fraser sent in a fast shot and McGreavy was attacked. Pau Ka Ping. The teams attacked in turned and the game was full of thrills. In the closing minutes, South China were on top but they failed to penetrate the Police defence. Clarke, Wynne and Williams clearing and tackling with great coolness.

The teams:—

Police:—Clarke, Wynne and Williams; Brittain, Hudson and Jessop; Gowans, McGreavy, Fraser, Oram and Sheppard.

South China:—Pau Ka Ping, Li Tin Sang and Yu Chuk Wah; Leung Wing Tak, Pang Wah Hing and Chung Wing Chui; Li Tin Chai, Pau Ka Chuen, Fung King Cheung, Lau Mau and Ip Pak Wa.

R.A. v. QUEEN'S REGIMENT.

The Queen's showed a welcome return to form at Sookmoo yesterday, and completely swamped R.A. who conceded nine goals without reply. The result in no way exaggerates the superiority of the Infantrymen, and only a superb display by Fletcher in the R.A. goal kept the score from mounting into double figures. Play was in progress a few minutes when a series of short passes enabled Warner to score at point blank range. Play was confined almost entirely to the Gunners half, and Richardson and Warner added more goals before half-time.

Play had only been resumed five minutes when Warner and Larkin added two more. Warner added a sixth, almost straight from the kick off, Richardson contributed the seventh and eighth and Hill the ninth.

Result:—

Queen's 9 R.A. 0.

Royal Artillery 0.

The Queen's played magnificent football to a man. Richardson and Barclay were perhaps the pick of a fine forward line splendidly led by Warner, while Carter impressed R.A. were tried right up to the end, but were outclassed by a team which, on yesterday's display, has no equal in the Colony.

Queen's Regt.—Dodds; Hooper, Sharp, Byrne, Hill, Cantor, Larkin, Richardson, Warner, Barclay and Caldwell.

R.A.—Fletcher, Oliver, Excell, Nellis, Fuller, Taylor, Woods, Cotton, Gill, Hill and Joyce.

LAWN TENNIS.

U.S.R.C. TOURNAMENT.

FIRST RESULTS.

Progress has been made in the Annual Tournament of the United Services Recreation Club, and with few exceptions the first and second round ties were completed by the scheduled time—Tuesday last.

The Tennis Committee of the Club hope to conclude the Tournament about the middle of February, and the 30th instant has been fixed for all events to reach the semi-final stages. Some interesting matches are expected.

The following are the results of the first and second round ties:—

Men's Singles Open.

FIRST ROUND.

Lieut. J. W. Hale beat Capt. Thorp, 6-1, 6-3.

Lieut. Harding beat Pay-Lieut. Waters.

Pay-Lieut. Comdr. Herbert beat Capt. H. W. Sanders, 6-4, 8-0.

Lt. Goldman beat Capt. J. R. Vedder.

J. G. Lawrie beat Major Allen.

SECOND ROUND.

Lieut. J. W. Hale beat Lieut. Tregear, 6-1, 6-3.

Pay-Lieut. Comdr. Herbert beat Lieut. Harding, 6-3, 6-2.

Lt. Goldman beat J. G. Lawrie.

J. Barrow beat H. R. Remington.

Men's Doubles Open.

FIRST ROUND.

A. B. Raworth and G. Miskin beat Dr. Newton and Captain Sanders.

SECOND ROUND.

Pay-Comdr. Payne and Pay-Lieut. Comdr. Herbert beat Capt. Vedder and Capt. Wernicke, 6-0, 8-1.

T. R. Rowell and N. Evans, w.o. from Major Gaye and Capt. Thorp.

J. G. Lawrie and B. G. Grigor beat Capt. Roper and Lt. Tregear, 6-0, 8-0.

Lt. Comdr. Taylor and Lieut. Hale beat Lieut. Waters and Lieut. Harding, 6-3, 4-6, 6-3.

Lieut. Adkinson and Lieut. Grove beat Major Allen and Major Ware, 6-3, 6-3.

Mixed Doubles Open.

FIRST ROUND.

Lieut. Atkinson and Miss F. Heney beat Pay-Comdr. Herbert and Miss Luard, 6-1, 4-6, 8-3.

Capt. and Mrs. Thorp beat Lt. Usher and Mrs. Remington.

Lt. Goldman and Mrs. Blaker beat Capt. Wernicke and Mrs. King, 6-0, 6-0.

Major and Mrs. Lucas beat G. W. Sewell and Mrs. Hall.

Lieut. and Mrs. Hale beat Lieut. and Mrs. Smith, 6-4, 6-2.

Men's Singles Handicap.

FIRST ROUND.

Lieut. G. M. Waters (owe 15), beat Major Allen (rec. 2/6), 4-6, 6-3, 7-5.

H. R. Remington (ser.) beat Lt. Harding (owe 15/3).

Lt. Col. Wyatt (owe 15/1) beat N. Evans (owe 2/6).

Lt. Col. Boyd (owe 15/3) beat Capt. Vedder (owe 3/6).

SECOND ROUND.

Capt. Roper (owe 1/6) beat Lt. Metcalfe (owe 3/6), 6-6, 6-2.

Major Miles (rec. 2/6) beat Lt. Kealy (owe 3/6), 8-6, 6-2.

J. G. Lawrie (owe 15/3) beat Lt. Keene (owe 5/6), 8-6, 6-2.

Lieut. Tregear (owe 1/6) w.o. from G. Miskin (owe 3/6).

Grove (owe 5/6) beat Lt. Smith.

H. R. Remington (ser.) beat Lt. Waters (owe 15/1).

Lt. Col. Wyatt (owe 15/1) beat Lt. Col. Boyd (owe 15/3).

Capt. Thorp (owe 3/6) beat Surg. Lt. Comdr. G. H. B. Crossie (owe 15/3).

J. Barrow (owe 2/6) beat Sub-Lt. Lonsdale.

Lieut. Taylor (owe 5/6) w.o. from Lieut. Grove (owe 3/6).

Men's Doubles Handicap.

FIRST ROUND.

Major Allen and Major Ware (rec. 2/6) w.o. from G. W. Sewell and J. G. Lawrie (owe 15/3).

Major Lucas and E. Grimbie (owe 30) beat Major Miles and Lt. Col. Wyatt, 6-2, 6-1.

Lieut. Phillips and Lieut. Nowell (owe 2/6) w.o. from Lieut. Metcalfe and Lieut. MacIntyre.

H. R. Remington and Lieut. Usher (ser.) beat Surg. Lieut. Cdr. Crossie and Lieut. Reid (rec. 2/6).

Lieut. Waters and Lieut. Harding (owe 15) beat Capt. Kennedy and Lieut. Walter.

Lieut. Gordon-Duff and Lieut. Lonsdale (owe 2/6) beat Major Flood and Major Flood.

C. W. Jeffries and T. R. Rowell (owe 1/6) beat Major Gaye and Capt. Thorp.

Lieut. Tregear and Capt. Vedder (owe 2/6) beat N. Evans and D. M. Richards (owe 2/6).

SECOND ROUND.

A. B. Raworth and G. Miskin (owe 4/6) w.o. from Major Cox and Major Beamish (ser.).

Dr. Newton and Capt. Sanders (owe 15) beat Major Allen and Major Ware (rec. 2/6).

Major Lucas and E. Grimbie (owe 30) beat Lieut. Phillips and Lieut. Nowell (owe 2/6).

G. P. Heney and T. F. Claxton (rec. 4/6) w.o. from Lieut. Atkinson and Grove (owe 5/6).

(Continued on Column 2)

YACHTING.

ARMY v. NAVY.

SAILORS TURN THE TABLES.

Not long ago, on December 12th to be exact, it will be remembered, the Army beat the Navy on the latter's own element, the sea, and won a series of yacht races arranged by the Royal Hong Kong Yacht Club.

Yesterday the Senior Service turned the tables and though they lost the morning race by 62 points to the Army's 72 they carried off the afternoon event by the big margin of 72 to 55.

The course at yesterday morning's race was:—Start: Club Line West to East, Mark in Quarry Bay (P), Cust Rock (P), Mark on Club Line (S). Finish: Tamar Line East to West.

The distance was 3.2 miles.

In the afternoon, when boats were changed over, the course—the same distance—was:—Start: Tamar Line West to East, Mark on Club Line (P), Cust Rock (S), Kowloon Rock (S). Finish: Club Line East to West.

THE RESULTS.

The full results were:—

Morning Race.

ARMY.

Yacht. Sailed by. Place. Pts.

1.1 Grieg 17

1.2 Martin D.N.F.

Y.1 Bingham 7 10

Y.3 Le Gras 5 12

Y.5 Cardew 3 14

Y.7 Hanna 6 9

Y.9 Campbell 10 7

G.1 Prendergast 13 4

Points for Morning Race 72

NAVY.

Yacht. Sailed by. Place. Pts.

1.4 Heading 6 11

Y.2 Bassett D.N.F.

Y.4 Miles 2 13

Y.6 Drummond 4 15

Y.8 Whitworth 12 5

G.2 Nores 8 9

G.3 Phillips 14 3

G.6 John 11 6

Points for Morning Race 62

Afternoon Race.

ARMY.

Yacht. Sailed by. Place. Pts.

1.4 Carthage 1 17

G.4 Vernicke 13 4

Y.4 Greig D.N.F.

Y.6 Hanna 7 10

Y.8 Bingham 11 6

G.2 Le Gros 8 9

G.3 Prendergast 16 1

G.6 Martin 9 6

Points for Afternoon Race 55

Points for Morning Race 72

Total 127

NAVY.

Yacht. Sailed by. Place. Pts.

1.1 Drummond 2 13

Y.1 Bassett 6 11

Y.3 Mark-Wardlaw 3 14

Y.5 Miles 12 5

Y.7 Nares 5 12

Y.9 Ball 10 7

G.1 Colquhoun 14 3

G.1 Phillips 15 2

Points for Afternoon Race 69

Points for Morning Race 62

Total 131

Race sailed on December 19th, 1928:—

Army 124 points.

Navy 118 points.

Mixed Doubles Handicap.

FIRST ROUND.

B. G. Grigor and Mrs. Grigor (owe 3/6) w.o. from Lt. Goldman and Mrs. Blaker (owe 15/4).

T. R. Rowell and Mrs. Jeffries (rec. 1/6) beat Capt. Roper and Mrs. Roper, 7-5, 6-2.

Lieut. Usher and H. R. Remington (ser.) w.o. from Mr. and Mrs. A. B. Raworth (owe 1/8).

J. Barrow and Mrs. Lindsell (owe 5/6) beat Capt. and Mrs. Thorp (ser.), 6-4, 6-4.

Major and Mrs. Lucas (owe 15/4) beat Mr. and Mrs. E. S. C. Brooks (ser.), 6-1, 6-0.

Capt. Wernicke and Mrs. King (rec. 3/6) beat Capt. Vedder and Miss Mackie (owe 3/6).

Dr. Tottenham and Miss Luard (owe 15/4) beat Capt. and Mrs. Sanders (owe 4/6).

SECOND ROUND.

Major and Mrs. Miles (owe 15) beat Lieut. Col. Taylor and Miss Heney (owe 15), 6-3, 7-5.

E. Grimbie and Mrs. Tottenham (owe 30) w.o. from Lieut. Col. and Mrs. Wyatt (owe 4/6).

Lieut. Usher and Mrs. Remington (ser.) beat J. Barrow and Mrs. Lindsell.

Major and Mrs. Lucas (owe 15/4) beat Capt. Wernicke and Mrs. King.

Dr. Tottenham and Miss Luard beat G. P. Heney and Miss Heney.

Major Ware and Mrs. Beamish beat Lieut. Tregear and Miss Hancock.

GOLF.

ROYAL HONG KONG GOLF CLUB.

JUNIOR SECTION.

Adamson Cup—January—Qualifying Competition.

P. Morrison 83-18-67 tie

W. H. Edmonds 83-18-67

Other scores:—

J. H. Stewart 87-24-73

A. E. Clarke 83-13-75

F. E. Booker 86-18-75

G. McLeod 80-14-78

THE ARMY'S HOCKEY TEAM.

The following have been selected to represent the Army in the Sim Shield Tournament match versus the Royal Navy on Friday, Feb. 18th, at 4.15 p.m., at the U.S.R.C. C/S. Thrusell, 1/5 St. Hooper, C/S. Kane, 2/Lt. Kelly, 2/Lt. Ford, Major Greig, Lt. Dickinson, Capt. Dobbs, Lt. Burton, Capt. Wernicke, M.B.E. C/S. Handcombe. Reserves: Sgt. Dodds and Capt. Vedder.

BOXING.

It is proposed to hold the South China Command Boxing Meeting during the third week in February. A meeting of Unit Representatives will be convened as notified separately.

BAND CONCERT IN LANE, CRAWFORD'S.

THE SYMPHONY ORCHESTRA OF H.M.S. HERMES.

A LARGE AUDIENCE.

The band concert given by the Symphony Orchestra of H.M.S. Hermes in Lane, Crawford's Restaurant yesterday afternoon proved immensely popular. The restaurant was full shortly after 5 p.m. and by 5.15 there was hardly a seat to be had in any of the rooms. Military bands are always popular and the privilege of listening to one in real comfort to the accompaniment of tea or drinks is one which is instantly appreciated, and many expressions of hope were heard that yesterday's concert would be the first of a succession to be held during the winter months.

The Symphony Orchestra is composed of 16 very competent musicians and their programme of classical and popular music proved everyone something to the taste of everyone. Perhaps the most striking thing about the concert was, however, the perfect and unusual realisation of the conductor of the size of the room and the mood of the audience. Military bands exist, one supposes, primarily to hearten men on the march or on parade, and in consequence volume and a good ringing tempo are expected of them. This is perfectly satisfactory in the open air, especially for the promenade concerts such as were given last year in the Botanical Gardens, but it becomes rather overpowering and tiring in the comparatively close confinement of a room. Possibly the exigencies of space in ship board life may be responsible for the understanding of the Symphony Orchestra, but however that may be the concert yesterday was delightful to listen to, and a very real recreation for those, who weary from the labours of the day, went into Lane, Crawford's for a rest and a cup of tea.

FRENCH WAR DEBTS.

ANGLO-AMERICAN AGREEMENTS STILL UNRATIFIED.

Paris, December 17th (U.P.).—The projects for the ratification by the French Parliament of the London and Washington debt accords, which were put on the bureau of the Chamber of Deputies last June by M. Poincaré and M. Briand, without blast of trumpets, now appear to have been definitely sidetracked again.

France will, in all probability, do nothing more about her British and American debts until she knows where she stands on the question of German reparations. The Poincaré-Briand projects are simply manoeuvres to keep alive the tentative Caillaux-Churchill and Mellon-Berenger debt accords.

With the ending of each Parliamentary session all Bills left over or never reached because of the pressure of other business, are considered dead. To revive them, they must again be presented when a new Parliament gathers.

Such was the case with the Government's previous projects to ratify the two debt agreements. That was the only intention the two French statesmen ever had when they put the project on the Chamber's desk. They probably never expected the Chamber Finance Commission to report on the projects.

Each is brief, containing an unique article, worded practically the same in each case.

The project for ratifying the American accord simple voices the approval of the French Parliament of the Washington Agreement of April 29th, 1923, whereby the French debt is consolidated into 62 payments. The London Agreement of July 12th, 1925, consolidates the French debt to Britain in the same number of payments.

France owes, in all, to her two great creditors roughly seven and a quarter milliard dollars, but under the Dawes Plan France from now on will receive 300,000,000 dollars on Germany annually, which will be about three times as much as the must pay her creditors.

The total of the French debt to England is £253,127,800 and to the United States \$4,076,547,472.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY G.O.W. ON 350 METRES.

Thursday.

1.48 p.m.—Weather Report.

5.30-6.30 p.m.—Demonstration Programme.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Victor Records).

10 p.m.—News Bulletin.

"Carmen Suite" (Bizet).

EDISON, THE WIZARD.

GOLDEN JUBILEE OF THE INCANDESCENT LAMP.

Among her sons of achievement America boasts only one "wizard" of invention. She has had a host of inventors, but still only one "wizard."

To capture the human voice upon a cylinder of wax; to produce pictures, in which the people move as they do in actual life; to imprison a hair-like thread within a vacuum and make it glow electrically with such brilliance as to furnish the people with a wonderfully useful lamp—these things are magical indeed. And these things all about the same magical name—the name of Edison.

As the "wizard of Menlo Park" began the golden jubilee year of his incandescent electric light, America paid him homage of a singular sort. Acting as the representative of all his fellow Americans, the Secretary of the Treasury, Andrew W. Mellon, presented him on October 20th with a special Congressional gold medal at a ceremony which was broadcast by radio; and the President of the United States spoke to the nation from Washington, to remind the millions who listened of the influence Edison has been in their daily living.

All this happened in commemorating the incandescent lamp, because the incandescent lamp is generally appreciated as Edison's biggest contribution to the national welfare and the national wealth. He himself once described it as "the most satisfactory of my inventions to contemplate."

Fifty Years Ago.

The incandescent lamp, however, was born amid storm and stress, amid the thunderings of critics and vociferations of sceptics. In the world of science, especially, the scientific world there was heard the turbulent clash of opposing voices whenever Edison and his electric illumination scheme were touched upon.

Yet, in the sylvan solitude of Menlo Park, New Jersey, fifty years ago, there was merely intense industry. The days slipped by untroubled and unheeding—busy, indeed, but calm.

The bright autumn sun poured in through those tall, unshaded laboratory windows. Men came and went, absorbed in curious tasks. At one of the work-tables sat Charles Batchelor, the model-maker, whose delicate fingers patiently struggled to mount a slender bit of carbonized cotton thread upon a little stem of glass. Beside him, watching, assisting, directing, sat Edison.

As the October day drew to a close, the setting sun threw crimson rays across the long, bare floor, and the rows of bottles lining the shelves, the tables with their crowded paraphernalia, the tall Sprengel mercury pump, the fat, sprawling coal stove gleamed in the weird red light. The silent figures bending over the table became silhouettes of fiery outline, and their shadows loomed gigantic upon the opposite wall. The scene suggested the lair of some alchemist of old, a place of wonder-doings, a den of magic, as it were.

That evening the work went on. It continued until past midnight, as it often did. The next morning the new experimental lamp—the thin filament encased in its bulb of glass—was taken over to the Sprengel pump and carefully attached to the exhaust mechanism, to have the air pumped out.

Edison watched all that day as the pump worked on. At last he connected the lamp to his large bichromate battery, and every now and then he sent an electric current through the bulb. Instantly the gases burst out. The pump began pouring out. The pump worked on for hours longer, and Edison stayed at his post, "doctoring" the lamp with frequent doses of electricity, until the highest possible vacuum existed inside that little bulb—one-millionth of an atmosphere.

It was eight o'clock in the evening of October 21st, 1879. Edison, satisfied with his work thus far, spoke tersely to young Francis Jehl, the pump tender. He sent for Ludwig Boehm, his glass-blower, who carefully sealed off the lamp and helped Jehl mount it on the test-stand to undergo its life-test.

A few minutes later the spot of yellow incandescence began to glow, and then the little group took up what Jehl always afterward called the "death watch."

"This New Lamp."

"We had tested many lamps before that day," Jehl recalls, "and none had come up to the mark that Edison sought. With this new lamp we did not know that the result would prove any better. The life-test alone, as in all previous cases, would decide the question of success or failure. The one thing we wanted to know was how long the lamps would last—how long a life it was good for. How long it would show signs of burning out. So we began the death-watch of an incandescent

lamp which, unknown to any of us, was symbolic of the deathless lamp of the future."

That watch lasted forty hours. For forty hours the lamp glowed steadily—all the rest of that night, all the next day and night, and until about one o'clock in the afternoon of the second day. Never once in that interval was it left without observers.

Edison himself sat there as unmoved as a Stoic—a lean, well-knit youthful figure, without coat, collar or tie, and wearing the black skull cap which he frequently exhibited in those days. Once only he relaxed, stretching full-length upon a near-by laboratory table for two or three hours' sleep, while his faithful henchmen kept the vigil—Jehl, Batchelor, Francis R. Upton, his mathematician, occasionally Ludwig Boehm and Martin Force, and even sturdy John Kreusi, his machinist, the first man besides Edison ever to hear the human voice by phonograph.

When the "wizard" awoke, the lamp still glowed. He and Upton measured its electrical resistance—one of the basic characteristics that made possible Edison's triumph where others had failed.

Then the watch went on—Edison in silent contemplation dreaming a bit, as he realised the goal was at hand, of "great central stations in many cities, supplying electric current for large numbers of incandescent lamps." That was his broad, economic conception, his complete system of lighting, which he even then had clearly planned in every detail.

"That's Fine, Boys." At last the glowing filament burned out. But they knew success was theirs. Edison exclaimed to his assistants, in quiet, equanimity: "That's fine, boys, fine! If the lamp will burn forty hours now, I know I can make it last a hundred." Before many months had passed he had made it last a thousand.

The first thing he did, however, was to deliberately break that glass bulb and carefully remove the filament for a microscopic examination. It was his invariable practice; nothing that could possibly add to his knowledge of incandescent lighting was ever left undone. That is why the original forty-hour lamp no longer exists. It cannot be enshrined in any museum, not even in Henry Ford's growing aggregation of Edisonian treasures. The nearest approach to it is the replica designed by lamp engineers of the General Electric Company of New York from the authoritative recollections of Edison's men and of Edison himself.

All this in October, 1879. The great news did not filter out to the world until December 21st, when the old New York Herald started the metropolis by a spectacular full-page account of the lamp, reviewing also Edison's previous work.

Then There Was A Stir. And then there was a stir! Critical folk would not believe it. Scientists refused to be convinced. Edison's previous efforts had brought forth nothing; his first attempt—a platinum lamp—had been a failure. How could he be successful now? It was too short a time! It was too big a problem.

The "shouting and the tumult" swelled. But some of the noise came from Edison's staunch supporters. And in truth the news was soon sufficiently confirmed to make holders of gas stocks feel uncomfortable, and to start a lustrous boom among shares of the Edison Electric Light Company.

For Edison, on New Year's Eve, 1879, had laid out an exhibition system of incandescent lamps in the snow-covered field outside his laboratory; and three thousand persons had welcomed the chance to "come and see."

He knew he had won. He knew what he intended to do next. Even while the public was torn between belief and doubt Edison was spending a quiet morning in a breakfast conference at his plain hospitable American home at Menlo Park, planning with his financial advisors how to begin manufacturing the lamp which he had created for the benefit of his fellow-men, friends and critics alike.

To-day!

To-day the modern corporation which inherited the manufacture of the lamp, the General Electric Company of New York—which has kept true with Edison, so to speak, by greatly increasing the efficiency of his marvellous invention—has seventy thousand workers, and pays dividends upon a capitalization of two hundred million, while the nation's electric light and power business, which has flourished primarily because of the Edison lamp, provides employment for two hundred thousand, and is capitalised at a cool six billion.

A wizard indeed who makes dollars grow where none grew before! Certainly this is a golden jubilee that America can well afford to celebrate!

MOSCOW IN WINTER'S GRIP.

PICTURE OF THE NEW RULERS.

BEARDED PEASANTS!

Moscow, December 8th.—At last the Soviet capital is matted with snow, after a protracted and slushy autumn. Melancholy twilight comes soon after noon to erase brief overcast days, and Moscow settles back comfortably into the long nights in which it feels most like itself.

Something unreal and subdued, like the tinkle and glitter of Christmas fairy tales, fills the air. The darkness is studded with tiny nails of light: detached church domes and towers float overhead. Diminutive sleighs glide by noiselessly, and grotesquely padded humans roll along. Moscow, in a word, is its true self again—sombre, huddled, mysterious. The tourists who see the city only in the summertime do not know it at all.

Cutting winds race through the walled-in quiet of the Kremlin, where about a thousand visitors—four hundred delegates and the rest spectators—carry on the world's most colourful Parliament. Under turrets from which Czars watched their enemies slain by the executioner in Red Square, these intent Parliamentarians wander through the Kremlin, gouching cannons captured from the first Napoleon, stopping to gaze at the Byzantine contortions of centuries-old churches.

They are the strangest agglomeration, these new rulers—bearded peasants in high felt boots and sheepskin greatcoats; fresh peasant girls with eyes twinkling under coloured headkerchiefs; alert clean-shaven factory workers in short leather jackets; the faces of old women framed in bright shawls; a medley of Russian, Tartar, Mongol, Esquimo, Semite features.

Every day and every night they gather amidst the gold-and-white grandeur of the Great Palace, under massive clusters of crystal light, and listen to long speeches bristling with figures about industry, agriculture, literacy, irrigation. They applaud speeches and become visibly excited—quite in the spirit of a mass-meeting. There is some discussion. Men and women tell about intimate local conditions, and how the Soviet laws worked out by small committees in the Kremlin affect life and happiness in distant Siberia, in Turkestan, in the frozen reaches of the North. But in the end everything is approved. The Communist members of this body explain, hour after hour, the why and the wherefore of policies that must seem a good deal strange to simple village minds.

Industrialization And Class Warfare.

And the natural gloom of the capital is deepened by the prospect of one of the hardest winters the Bolshevik regime has ever faced. No effort is made to conceal the difficulties or to make light of problems.

In connection with the meeting of this Parliament—Central Executive Committee of the Soviet Union is the official title—and with the recent plenary session of the Central Committee of the Communist Party, speeches have been made in the last two weeks by President Kalinin, Premier Rykov, by Stalin, Molotov and a dozen other leaders. All of them make the same point—that the programme of industrialization and of class warfare in the village will be carried through, but only with the greatest strain.

Fear Of Foreign War.

One other thing from those speeches is extremely significant. More emphatically than any time since the breach of relations with England, they now stress the danger of war. The Anglo-French alliance on one side, the Anglo-Japanese understanding on the other, are looked upon as "links in a military and economic encirclement of the Soviet Union. Moreover, mutual visits by French, Polish and Rumanian military men have strengthened the conviction that the circle is being forged most solidly on the European frontier in a series of alliances from the Baltic to the Balkans.

The fear of war explains a great deal about Soviet economic policy. It explains, among other things, why it industrializes as fast as it does, knowing that such speed involves dangers and vast discontent; goods shortage, capital shortage, etc. As a well-informed Communist told the writer:

"If we had a guarantee that we would not be attacked, let us say, for ten years—then we could afford to spread out our industrialization plans over ten years. But we haven't and cannot have such a guarantee, and we cannot afford to be caught unprepared. We are rushing to build up an industry of our own before a united attack on us stops it. We must be industrially self-sufficient in case of war, that's why we are willing to pay a high price for industrialization."

(Continued at foot of next column.)

HAPPINESS AFTER A DEATH RESOLVE.

MARRIAGE PROSPECTS OF ACCUSED LOVERS.

GIPSYS "WARNING."

"You are proposing to be married and you are getting on in business, so do your best." These were the words of Sir Robert Wallace, K.C., the chairman at the London Sessions when he bound over Leonard Thomas Walter Clifton, a boot repaire, and Elsie Noble Bell, a domestic servant, both aged twenty, who were accused of attempting to commit suicide.

They had been on bail since their committal from Lambeth Police Court.

Mr. J. F. Eastwood, prosecuting, said that Clifton and Bell were both of the highest character. Clifton had a boot repairing business which he was paying for by instalments. He had worked hard and kept up his payments. The girl was a daughter of respectable parents and worked hard in domestic service.

Found Unconscious.

The couple were engaged to be married and had bought some of their furniture. They were together during the evening of November 11th, and when Clifton's parents went to bed they thought that he was in his room. Mr. Clifton senior found his son and Miss Bell unconscious in the bedroom the next morning. Two gas jets were turned on.

A letter found in the room and signed "Mr. and Mrs. L. Clifton" was to be "stated." "We find life hard to live so we will take the best way out. We wish all our friends the best of luck and happiness."

A message written on the reverse side of the letter was, "I hate to do this, but it is the best way out for us. Please pay Albert, my friend, two and sixpence for the stove. Money at the shop. L. Clifton."

There was also a photograph with the following message on the back: "Please we wish to be put together as we are found, as we are happier together. I was told by a gipsy I would die before I was twenty-one, and all she told me as yet has come true. It would be an unnatural death. (Signed) May."

"Life Unbearable." Bell wrote in a letter to her mother and father, which concluded with crosses for kisses.

I find life hard and unbearable, so will you try and forget me as I have never been happy in my life only for about four months in which Len was the one to make me happy.

We were to be married before Christmas, but it is not my luck to be happy. I was never born to be happy in this world. I do not know what I have done to deserve such punishment as I have gone through. If I deserve it, may I suffer for it. I try to be good but the world is against me.

I am taking the best way out of my misery. I am not worthy of Len. He is the best one in the world I have ever known and he is the only pal I have got.

He loves me, but I am not good enough for him. This is all. Everything that belongs to me is for my Len. I can love no one else. I would be broken-hearted to live without him, so I am taking the path in which I hope to find no feeling. So good-bye. With love to all. Cheer up.

"Good Smacking."

"Obviously," said Mr. Eastwood, "what these two young people want is a good smacking, but, unfortunately, they are too old for your lordship to administer that."

Sir Robert Wallace: I leave that to you, Mr. Eastwood.

Mr. Eastwood: I should be pleased to give it to both of them.

Sir Robert Wallace: These sayings of gipsies sometimes dwell on people's minds. Detective Inspector Cory said that the best way to describe the couple was that they were two silly young people.

Sir Robert Wallace, addressing Clifton and Bell, said that if either had died the other would have been charged with murder. As it was they were both liable to be charged with conspiracy, the punishment for which was of a terrible nature.

"I am sure you do not intend to do anything of this kind again," observed Sir Robert.

Clifton and Bell together: No, my lord.

"And war must come," he added. "The capitalist world won't sit idly by while a socialist world is built up. They're too scared of their own working classes to tolerate a successful socialist experiment."

Perhaps less boldly, the same point of view is expressed by every Soviet leader. Nikolai Bukharin, speaking recently to worker and peasant correspondents in Moscow, blamed the press for not exploiting sufficiently the Soviet disarmament scheme.

In the event of a military conflict, or preparations for the defence of our proletarian state," he said, "it would be very sad if the large masses did not have an absolute, categorical, full certificate that our government did everything possible to prevent war."

PARIS TRAFFIC PROBLEM. CARS TO GO!

Paris, December 22nd (U.P.).—While many traffic experts around the world are preaching the necessity of underground streets or roadways in decks overhead to care for the constantly increasing traffic, M. Chiappe, chief of Paris police, is convinced that the traffic problem can be more easily and less expensively solved by banishing the open-air cafes and other encumbrances of the sidewalks, forbidding automobiles to stop on main traffic arteries and at street crossings and one street under the other.

M. Chiappe believes that motor traffic will reach its peak in 1935. By that time one and a half million automobiles will be rolling on French roadways where but 150,000 vehicles moved in 1915. There are to-day 900,000 automobiles running in France.

Paris has a traffic problem which neither New York nor London, or any other American city with the possible exception of Boston knows. Paris geographically is an overgrown village. Its downtown streets are tortuously winding paths. As Paris grew, its fortifications were pushed farther and farther out to

ring the town, so that there are, to-day, concentric circles of streets built to conform to the circular walled city.

Many of the downtown streets, with the exception only of the Boulevards, are so narrow that they will not support two-way traffic. One-way movement has solved that little problem, but now there are so many cross-streets letting loose streams of vehicles that traffic on the main arteries is at a standstill.

The cafe terraces of Paris, which were picturesque days in the era of horses, are a great inconvenience to-day and appear doomed. The sidewalks were made large to accommodate the tables of the outdoor cafes, and the streets were made narrower. Now that the sidewalks must be made narrower and the cafe tables must be pushed back inside the buildings from which they overflowed.

Paris has another traffic scourge in 100,000 taxicabs, which cruise slowly looking for passengers, or stand by hours in the busiest streets. M. Chiappe plans to relegate these empty taxicabs to the side streets, and by doing this will take 50,000 vehicles out of the heart of Paris instantly.

"It will not be necessary to tear

down buildings and widen streets if we know how to use the roadways we have," M. Chiappe told the United Press.

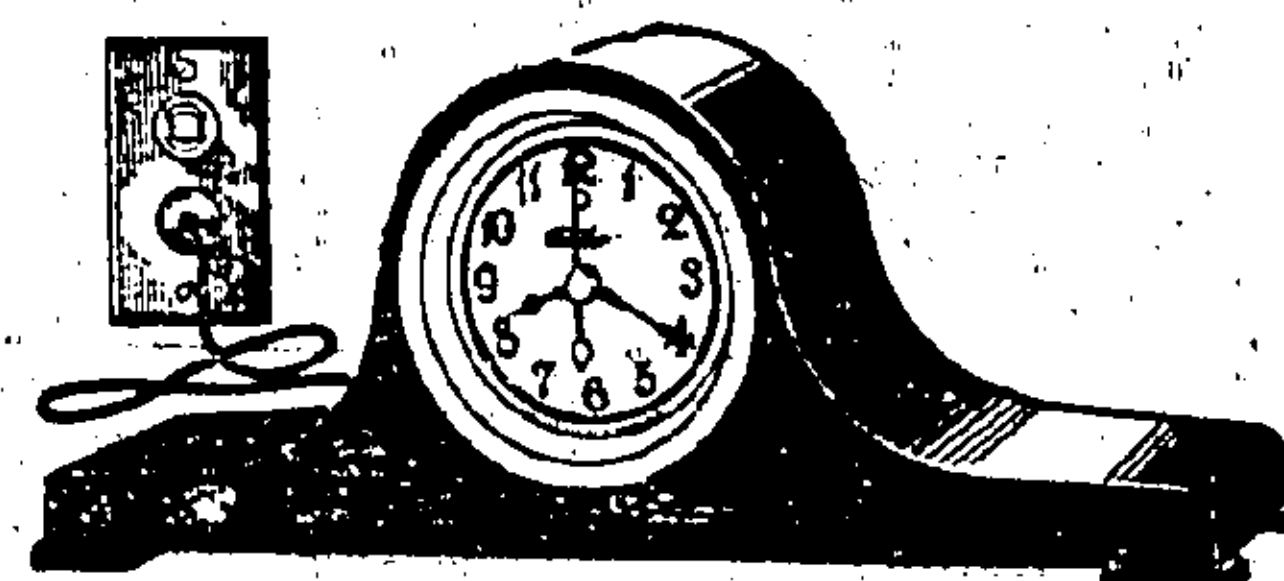
"We can widen roadways for traffic by narrowing sidewalks, but since foot traffic is constantly increasing we must move everything off the sidewalks, including cafe terraces, newspaper and flower-sellers kiosks and storekeepers outdoor display tables."

The two greatest obstacles to traffic in Paris are the standing automobiles, many of which do not move for several hours, and the increased number of busy street intersections.

"It is easy to end the first nuisance by forbidding the stationing of all vehicles, private and public, in the downtown district, and to eliminate the second by grading streets so as to make one street pass above another at intersections."

"Wherever traffic problems arise the conditions are local and must be solved in a different way. New York's system of traffic moving alternately in cross directions will not work out in Paris, but everywhere the best solution is to keep speed as high as possible within safety limits and to canalize traffic along main arteries."

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FAILURE OF CLASS WAR IN
VILLAGES.

Riga, December 16th.—The session of the Red Parliament, which has lasted a fortnight, was concluded yesterday in the Kremlin in Moscow. A number of new laws concerning land tenure and the efforts to increase crops were adopted.

One of the chief speakers on this subject was Kalinin, Chairman of the Union Central Executive Committee, who made two long speeches on class warfare in the villages. He deplored the fact that the *kulaks* (well-to-do peasants) had gained too much confidence among the poorer villagers by assisting them in a variety of ways, and often without remuneration, which made the poorer villagers disinclined to respond to the Government's efforts to stimulate class hatred. In many districts the poor were even saying that the *kulaks* gave them something certain and concrete; why, therefore, should they quarrel with them for the sake of the Government's questionable promises?

War On "Intrustworthy"
Peasants.
He feared they would be unable, Kalinin said, to make any headway unless they succeeded in destroying this "conciliatory attitude."

Communist organizations in Moscow have summoned a special conference of 600 election officials in connection with the activity which anti-Communists are now displaying in the country in reply to the Soviet Government's drastic election measures.

Bandikoff, chairman of the Election Committee, whom the authorities appointed to conduct the elections in the Tula district, began systematically to disfranchise a "untrustworthy" peasants, and to prevent them from attending meetings. They organized their own meetings, however, and when Bandikoff dispersed them, they attacked the house where he was lodging and shot him. Bauman, the newly appointed Stalinist secretary of the Election Committee, was also a Communist Party, informed the conference that the number of such incidents was increasing as well as cases of anti-Semitism.

Zimovien, whom, since his appointment of "Trotskyism," the Soviet authorities have appointed head of the "Agitation Department" Centrosoyuz, has proposed that landless peasants should be organized into a village army to fight the anti-Soviet factions in the countryside. He estimates that there would be between two and three million such peasants available for enrolment in the new army.—*The Times*.

A bell-push is placed at the head of each bed for use during the night. Woo betide the poor artist should he be lax in jumping from his warm bed, and into trousers and slippers in answer to the ring of the bell. Better were for him that a millstone —!!!!

For Men Must Work —

While the tramps slumber, the clothes are taken away and passed through a famigator which ensures that any stray ants, random spiders and other insects—mostly those with the "other" variety—sleep in these weary sons of men's depart, rather, to their own happy hunting grounds.

At early morn, when the sun begins its trill of praise, the patriarch of the Ministry's munificence arose, rolled up their beds, wash and brush their faces, and then, with a sigh, their fasts of the night. There are no morning prayers.

Three meals a day are provided for the inmates. The custom of eating and passing them through a kitchen is now abolished. Instead, a small powder saw cuts cumbersome food into small and easily-handled pieces. The food is chopped at the table by the "guests," and payment for two-nights-and-a-day sojourn is in the casual wards.

This task of chopping wood was the only *fit* in the oliment. The

Lethargic Leonard and William awoke on the grass by the wayside at dawn and the same weary left shoulder itched abominably, so he rubbed it hard against William's head to obviate the tiring operation of scratching. Reluctantly, they arose and ambled slowly in the direction of the trance to the new wards.

Would their dream come true? Their hearts beat a little faster and their pace quickened from two to one-and-a-half miles per hour, they described a notice fixed beneath the gleaming brass plates the polished door:—

"The New Casual wards
not be open until February
Apply at old entrance".
Leonard signed and scratched
head. William spat disgust
into the gutter.
"Ain't Life bloomin' real!"
exclaimed.
"Nevertheless, the Ministry
Health's new casual wards to
erected up and down England
herein described accurately
truthfully. Before leaving Eng
recently, a *Daily Press* repre
wise inspected the first of the
new Casual Ward at Edman

type of casual wear to which

President Liner

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Pres. Cleveland, Tues., Feb. 12th	Pres. Lincoln.....Tues., Feb. 5th
Pres. Pierce.....Tues., Feb. 26th	Pres. Madison.....Tues., Feb. 19th
Pres. Taft.....Tues., Mar. 12th	Pres. Jackson.....Tues., Mar. 5th

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Pres. Polk.....Sun., Feb. 10, 8 a.m.	Pres. Johnson.....Sun., Mar. 24, 8 a.m.
Pres. Adams.....Sun., Feb. 24, 8 a.m.	Pres. Monroe.....Sun., Apr. 7, 8 a.m.

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Pres. Grant.....Jan. 19th, 6 p.m.	Pres. Madison, Feb. 12th, 6 p.m.
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M.V. "BEMO"	Sails on/for about 31st Jan.

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S.S. "VENEZIA".....	Sails on/for about 5th Feb.
S.S. "TIMAVO".....	Sails on/for about 22nd Feb.
M.V. "BEMO".....	Sails on/for about 5th Mar.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

M.V. "UMZUMBI".....Sails from Calcutta Early Feb.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1930.

Agents

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Jan. 16th.

Previous Day at 2 p.m.

On Date at 6 a.m.

On Date at 2 p.m.

Barometer.....30.03

Temperature.....67

Humidity.....82

Wind.....ESE

Direction.....E

Force.....3

Weather.....C

Bar.....0.00

Bar.....0.00

Bar.....0.00

Bar.....0.00

Bar.....0.00

Bar.....0.00

Bar.....0.00

Bar.....0.00

Bar.....0.00

HONG KONG TIDE TABLE.

From January 17th to 22nd, 1929.

High Water.

Low Water.

Day of Week

Day of Month

Hong Kong Standard Time

Height

Day of Week

Day of Month

Hong Kong Standard Time

Height

Day of Week

Day of Month

Hong Kong Standard Time

Height

Day of Week

Day of Month

Hong Kong Standard Time

Height

Day of Week

THE EX-KAISER AT DOORN.

"A GOOD CITIZEN."

BURGOMASTER'S TRIBUTE.

Doorn, Holland, December 13th (U.P.)—Doorn regards the ex-Kaiser as a good citizen.

During a conversation with the United Press correspondent, Doctor A. Baron Schimmelpenninck van der Oye, Burgomaster of Doorn, also well-known as President of the Netherlands Olympic Committee, said:—

"Judging the ex-Kaiser as one of Doorn's citizens I can say that Wilhelm is a very good citizen who has done a lot for our village by his mere presence. He is always ready to remember the poor and the community benefits by the taxes he pays. Considerable money changes hands on account of the large staff that lives and works at 'Huis Doorn'."

"The grounds are naturally well kept and the place has been much beautified since the ex-Kaiser came to live there. Only this year he presented the community with the new Rosarium, which is an attraction for the citizens, as well as for tourists and visitors. We have not had the slightest difficulty because Wilhelm is a resident."

In a conversation in the Hague with Jonkheer F. Beelaerts van Blokland, Foreign Minister of Holland, I was assured that there is now no difficulty with any foreign government regarding Wilhelm's presence in Holland.

Extradition Matter Dropped.

"It is true," Jonkheer Beelaerts said, "that the old demand for extradition by Allied Powers, still stands, but after Holland refused to comply with this demand the matter was dropped. As far as we are concerned everything is so quiet that usually we forget the ex-Kaiser is in our country. It is the foreign press that reminds us occasionally that the ex-Kaiser is in Holland, but otherwise we really forget the fact."

However, Wilhelm's presence in Holland is primarily a matter concerning the Home Minister, Doctor J. B. Kaan. The Home Minister cannot be expected to discuss publicly the little difficulties he had had from time to time when Wilhelm sent telegrams to Germany concerning the internal affairs of that country as happened a couple of months ago. It is an open secret that the Dutch Government at that time reminded Wilhelm of the pledge he had taken to refrain from such actions.

Dr. Kaan is refusing to discuss the matter referred to the official statement of the Dutch Government issued in March, 1920, and indicated that since there have been no alterations in Wilhelm's position. This statement says: "It is necessary to give a more decided character to the policy the Government follows regarding the ex-Kaiser's presence in Holland, since the Government could not comply with the demand for extradition."

The ex-Kaiser has given assurance to the Dutch Government that he will refrain from all political action and consequently will not cause Holland political difficulties. Such is the official position. And such is the position the ex-Kaiser has more and more accepted—especially since three years ago when the German Government definitely refused to allow Wilhelm's return to the Fatherland.

Entertains But Little.

The ex-Kaiser has hoped and planned and protested and explained, but could not evade Holland's invisible grip which held him tighter year after year. He lives the life of the country squire, has his quiet social circles, receives visits of the Dutch nobility living near him and pays visits to some of them. Once in a while there is a little party, an official dinner, but on less extensive scale and less showy than a few years ago.

Twice a year the Queen Dowager of Holland visits the ex-Kaiser and Wilhelm and Hermine go to see the "Queen-mother," as she is called, now and again at her Palace at Soestdijk.

There is one thing to be noticed in Wilhelm's social position. His life is becoming more simple year after year and especially during the last three years, since he finally realized that hope to "escape" from Holland had to be abandoned. The plans, once prepared to the smallest details, to surprise Germany overnight by an "escape" from Holland in motor-cars are nearly forgotten. Wilhelm refuses for the moment at least, to listen seriously to Hermine's pleading. She has given years of her life in vain to work for Wilhelm's return to Germany. This would have meant her own "coming into glory" as wife of the ex-Kaiser, not in democratic Holland, but in Germany, worshipped by those who have unshaken faith in the Hohenzollerns. One by one those dreams had to be abandoned and Wilhelm and Hermine live a peaceful life amidst the Dutch nobility on their large, beautiful but dull estate.

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, DUNKIRK, ANTWERP, LONDON AND STRAITS.
The Steamship "BENALDER."

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 7th February, 1929, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 10 a.m., by Messrs. Goddard and Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 17th Jan., 1929. [7251]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, RANGOON, PENANG AND SINGAPORE.

THE Steamship "TILAWA"

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.
Goods not cleared by 31st January, 1929, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m., on Mondays and Thursdays.
All Claims must be presented within 7 days of the Steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.
A Protest has been noted by the Master against bad weather.
MACKINNON, MACKENZIE & CO., Hong Kong, 14th Jan., 1929. [7240]

NORDDOITSCHER LLOYD, BREMEN.

THE Steamship "TRIER"

having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.
All Goods remaining undelivered after the 31st January, 1929, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m., on Mondays and Thursdays.
All Claims must be presented within 7 days of the Steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.
A Protest has been noted by the Master against bad weather.
MACKINNON, MACKENZIE & CO., Hong Kong, 14th Jan., 1929. [7240]

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1928.

With Index, Price—\$7.50.

On Sale at the Hong Kong Daily Press Office.

Agents: MELOHERS & CO., Hong Kong, 18th Jan., 1929. [7238]

Agents: NORDDOITSCHER LLOYD, BREMEN, Hong Kong, 18th Jan., 1929. [7238]

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NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND ORINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES, per Co.'s Vessel "NINGCHOW"

are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Hols' Wharf. The Cargo will be ready for Delivery from Godown on and after 15th January.
Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Five Storage period.
No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 31st January, will be subject to Rent.
All Claims against the Vessel must be presented to the Underwriter on or before the 4th February, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents. [7242]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX"

ARRIVED HONG KONG ON 15th JANUARY, 1929.

FROM MARSEILLES, etc.

CONSIGNEES of Cargo by the above named Steamer are hereby notified that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.
Goods not cleared within 7 days including date of arrival, will be subject to Rent.
All Claims must be sent to the Underwriter before Thursday, the 24th January, 1929, or they will not be recognised.
Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard and Douglas at 10 a.m. on Monday, the 21st January, 1929.
No Claims will be admitted after the Goods have left the Godowns.
No Fire Insurance will be effected by us in any case whatever.
L. LESDOS, Agent.
Hong Kong, 15th Jan., 1929. [7241]

CONSIGNEES of Cargo by the above named Steamer are hereby notified that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.
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CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1929.

Steamship	Hong Kong	Leave	S'hai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 2	9
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2	9
EMPEROR OF RUSSIA	Mar. 8	Mar. 11	Mar. 14	Mar. 16	Mar. 18	23
EMPEROR OF ASIA	Mar. 29	Mar. 31	Mar. 31	Mar. 23	Apr. 3	8
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 20	27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 11	18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	May 25	31
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 15	22
EMPEROR OF RUSSIA	June 26	June 29	July 2	July 4	July 6	13
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 20	27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 10	17

E. Asia and E. Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Feb. 22	Feb. 24	EMPEROR OF RUSSIA	Mar. 1
Mar. 8	Mar. 10	EMPEROR OF ASIA	Mar. 15

CANADIAN PACIFIC EXPRESS

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N.Y.K. LINE

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6440, 6420 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TENYO MARU ... Wednesday, 23rd Jan.

KOBAMA MARU ... Wednesday, 26th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KASHIMA MARU ... Saturday, 26th Jan.

HAKONE MARU ... Saturday, 26th Feb.

SUWA MARU ... Saturday, 23rd Feb.

SYDNEY & MELBOURNE via Manila & Ports

ARI MARU ... Wednesday, 23rd Jan.

MISUMI MARU ... Wednesday, 26th Feb.

BOMBAY via Singapore, Penang & Colombo.

HAKODATE MARU ... Monday, 23rd Jan.

KOYBI MARU ... Thursday, 31st Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Friday, 1st Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

BINGO MARU ... Monday, 28th Jan.

NEW YORK via PANAMA.

TATSUNO MARU ... Sunday, 27th Jan.

ATAGO MARU ... Saturday, 2nd Feb.

LIVERPOOL via Port Said, Genoa & Marseilles

DUBAN MARU ... Monday, 21st Jan.

CALCUTTA via Singapore, Penang & Bangkok.

TOKUSHIMA MARU ... Tuesday, 22nd Jan.

BENGAL MARU ... Wednesday, 3rd Jan.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU (Nagasaki direct) Friday, 18th Jan.

AKITA MARU (Kobe direct) Saturday, 19th Jan.

LYONS MARU ... Sunday, 20th Jan.

FUSHIMI MARU ... Monday, 21st Jan.

+ Cargo only.

Reduced 1st Class Extension Rates quoted between Manila and Australia.

For further information, apply to

NIPPON YUSEN KAISHA

Telephone: Central No. 292 (Private exchange to all Dep'ts.)

AGENCIES.

To the Publishers

"HONG KONG WEEKLY PRESS"

11, ICE HOUSE STREET, HONG KONG

Please send me the

"Hong Kong Weekly Press"

from ... 1929 to ...

addressed as follows:—

Subscription Paid in Advance.

\$13.00 per annum for delivery in

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\$15.00 per annum to any part of the

world (including postage).

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If Local Companies desirous of taking up further Agencies will let us know the lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.

The Required Information should be sent to the HONG KONG DAILY PRESS, LTD 11, ICE HOUSE STREET, Hong Kong.

Shipping News

Daily Statement. Waterfront News. Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

VERY HEAVY IMPORTS AND THROUGH CARGO.

BRITISH VESSELS HEAVIEST CARRIERS.

The general cargo returns during the 24 hours ended at 9 a.m. yesterday were very good. Cargo for this port showed a substantial increase over the previous day's figures. Through freights were also very good, with heavy contributions from British ships. Twenty arrivals and twenty-one departures were shown for the 24 hours ended at 9 a.m. yesterday of which nine arrivals and eight departures were British.

Nineteen vessels discharged 25,544 tons of general merchandise for Hong Kong of which 9,454 tons were contributed by eight British ships. The heaviest carriers were the s.s. Shindia (British) from Calcutta and Singapore with 3,223 tons of coal, and the s.s. Daiyoku Maru (Japanese) from Miike with 3,983 tons of similar cargo.

Cargo for through ports amounted to 17,632 tons, and seven of the ten carriers were British. The best carrier was the s.s. Ningchow (British) with 3,200 tons of general merchandise from Glasgow and Singapore, and the s.s. Tjikarang (Dutch) from Sourabaya and Billiton with 3,908 tons of sugar and general cargo.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	9	8
French	2	2
Dutch	1	0
Norwegian	3	2
Japanese	2	1
Chinese	3	4
American	0	2
Total	20	21

DETAILS OF FREIGHTS.

Shindia (British) arrived from Calcutta and Singapore with 3,223 tons of coal for Hong Kong. Ningchow (British) arrived from Glasgow and Singapore with 3,200 tons of general cargo for Hong Kong and 6,200 tons for through ports.

Soochow (British) arrived from Tsingtao and Swatow with 300 tons of general cargo for Hong Kong, and 900 tons for through ports.

Kaiping (British) arrived from Bangkok and Swatow with 1,431 tons of general cargo for this port and 10 tons for through ports.

Hupoh (British) arrived from Canton with 200 tons of general cargo for other ports.

Teian (British) arrived from Swatow with 135 packages of general merchandise for Hong Kong, and 80 tons of general cargo for Hoikow, Pakhoi and Hongkong.

Chinkiang (British) arrived from Singapore and Swatow with 73 tons of general cargo for Hong Kong and 180 tons of general cargo for other ports.

Hop Sang (British) arrived from Tsingtao and Swatow with 238 tons of general merchandise for Hong Kong and 1,477 tons for through ports.

Hai Ning (British) arrived from Swatow and Foochow with 410 tons of general cargo for Hong Kong.

Sphinx (French) arrived from Marseilles and Saigon with 335 tons of general cargo for Hong Kong and 2,000 tons for other ports.

(Continued on next Column.)

VESSELS EXPECTED.

American Mail Line.
President Grant, to-morrow.
President Jefferson, Jan. 21st.

Australasian-Oriental Line.
Change, Feb. 8th.
Taiping, March 8th.

Bank Line.
City of Peking, Jan. 27th.
Polaris, Feb. 1st.

City of Khartoum, Feb. 24th.
City of Guildford, March 2nd.
Rosier, March 2nd.

Blue Funnel Line.
Automedon, Jan. 20th.
Tyndus, Jan. 20th.

Aeneas, Jan. 22nd.
Tatkybus, Jan. 24th.
Dolius, Jan. 25th.

Keenun, Jan. 31st.
Calchas, Feb. 3rd.
Lion, Feb. 5th.

Philoteas, Feb. 5th.
Autoculus, Feb. 7th.
Democritus, Feb. 18th.

Bellerophon, Feb. 20th.
Sarpedon, Feb. 20th.
Tyndareus, Feb. 24th.

Troilus, Feb. 24th.
Menelaus, March 3rd.
Achilles, March 5th.

Agamemnon, March 5th.
Antenor, March 7th.
Meriones, March 14th.

Protesilaus, March 19th.
Ajax, March 27th.
Oanfa, March 28th.

Diomed, March 31st.
Pyrrhus, April 2nd.
Hector, April 4th.

Lamedon, April 5th.
Asphalion, April 11th.
Eurypylus, April 20th.

Pelesus, April 24th.
Dardanus, April 30th.

British-India and Apcar Line.
Santhia, Jan. 27th.
Takada, Jan. 29th.

Talamba, Feb. 8th.
Taima, Feb. 16th.

Canadian Pacific Line.
Empress of Australia, Feb. 13th.
Dollar S.S. Line.

President Hayes, Jan. 28th.
President Lincoln, Jan. 28th.

East Asiatic Co., Copenhagen (John Manners & Co., Agents).

Siam, Jan. 20th.
Java, Jan. 28th.

Australien, Feb. 11th.
Danmark, Feb. 15th.

Chile, Feb. 23rd.

Athos II. (French) arrived from Yokohama and Kobe with 715 tons of general cargo for ports beyond this Colony.

Tjikarang (British) arrived from Sourabaya and Billiton with 3,908 tons of sugar, paraffin, wax and general cargo for Hong Kong.

Hiram (Norwegian) arrived from Bangkok and Swatow with 1,350 tons of rice and general cargo for Hong Kong.

Escondido (Norwegian) arrived from Bangkok with 2,089 tons of rice for Hong Kong.

Prosper (Norwegian) arrived from 2,250 tons of rice and coal for Hong Kong.

Canton Maru (Japanese) arrived from Keelung and Swatow with 500 tons of coal, and 72 tons of merchandise for Hong Kong.

Daiyoku Maru (Japanese) arrived from Miike with 3,983 tons of coal for Hong Kong.

Tai Fook Sing (Chinese) arrived from Saigon with 2,000 tons of rice and general merchandise for Hong Kong.

DAILY WATERFRONT NEWS.

KWONG FOOK CHEONG AGROUND.

BRITISH MAN-OF-WAR STANDS BY.

[BY LONGSHOREMAN.]

The Kongmoon river steamer s.s. Kwong Fook Cheong, which left Hong Kong on Monday evening for Kiangmoon, went aground on the Swach, at the Kongmoon Bar, and was reported by the masters of the passing river steamers to be high and dry. The vessel is not without protection as the British gunboat H.M.S. Moth, is standing by to prevent any attempt at piracy. It is not expected that the vessel will refloat for a day or two, owing to the very low water.

Fireworks and Searchlights.

A notification to Mariners sent to the Harbour Master by the Royal Naval Armament Department states that a quantity of fireworks will be burnt for proof purposes at Stonecutters Ridge Range on Friday (to-morrow) afternoon.

Another notification received from the Military Authorities states that searchlight practice will be carried out as under:—January 19th at Stonecutters; 18th and 20th January at Lyemua, and on January 20th at Lyemua.

Casualties.

The master of the French steamer Sphinx which arrived here from Marseilles and Singapore reports that three casualties occurred on board during the voyage on December 23rd, 28th, and January 8th. No details are given. The s.s. Tjikarang arriving from Sourabaya and Billiton reports that Ho Pang, age 45 died during the voyage from Batavia and Hong Kong. A fireman on the s.s. Escondido (Norwegian) was reported to have been badly burnt during the voyage from Bangkok.

Dangerous Goods.

The s.s. Hai Ning (British) arriving from Swatow and Foochow carried 200 gallons of gasoline, while the s.s. Tjikarang (Dutch) from Batavia had 301 casks of arrack.

A New American Arrival.

The s.s. Chinese Arrow (American) which arrived here from Calcutta was making her first visit to this port. The vessel, which is under the command of Captain G. W. Peterson, anchored at Lai Chi Kok, where she is discharging a cargo of oil fuel at the Standard Oil Company of New York's installation works.

Four B.I. Vessels In Port.

Four British and India Steam Navigation Company's vessels were in port yesterday. They were the s.s. Sirdhana, Shirala, Dalgona and Tilawa. Later in the day the s.s. Tilawa left for Amoy, while the s.s. Sirdhana sailed for Calcutta.

Asiatic Deck Passengers.
Twelve vessels brought 1,572 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SUNRISE AND SUNSET.

	Sunrise	Sunset
To-day	7.06 a.m.	6.01 p.m.
To-morrow	7.06 "	6.02 "
Saturday	7.06 "	6.03 "

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEBENS-
LAND, PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREEK, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KALYAN"	5,144	19th Jan., Noon	Mars., Casablanca, L'don & Hall.
"ALIPPORE"	5,473	24th Jan.	Straits, Colombo & Bombay.
"MOBEA"	10,963	2nd Feb.	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	7th Feb.	Straits, Colombo & Bombay.
"KASHGAR"	9,005	16th Feb.	Marseilles, Casablanca, London and Hall.
"MACEDONIA"	11,190	2nd Mar.	Marseilles and London.
"PADUA"	5,907	9th Mar.	Mars., L'don, Awerp, R'dm, H'bg.
"KEIVA"	9,135	16th Mar.	Marseilles, London and Hall.
"KEYBER"	9,114	23rd Mar.	do.
"MALWA"	10,990	30th Mar.	Marseilles & London.
"KALDERA"	10,058	13th Apr.	S'bay, Mars., & London.
"KARMALA"	9,128	20th Apr.	Marseilles and London.
"MANTUA"	10,946	27th Apr.	Bombay, Marseilles and London.
"KASHMIR"	9,585	11th May	Marseilles, London and Hall.
"MOBEA"	10,963	25th May	Bombay, Marseilles and London.
"KALYAN"	9,144	8th June	Marseilles and London.
"RAJPUTANA"	10,589	22nd June	Bombay, Marseilles & L'don.

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"SANTALA"	7,754	29th Jan.	Singapore, Penang & Calcutta.
"TILAWA"	10,006	7th Feb.	do.
"TAKADA"	7,638	15th Feb.	do.
"TARADA"	6,946	22nd Feb.	do.
"TALAMBA"	8,018	7th Mar.	do.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ARAFURA"	6,000	1st Feb.	Manila, Sandakan, Thursday
"TANDA"	6,856	1st Mar.	Island, Townsville, Brisbane
"ST. ALBANS"	4,500	30th Mar.	Sydney and Melbourne.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, India, Cebu, Kolambagan, Tawau, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Yamouner, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TAKIWA"	7,938	19th Jan. D.L.	Amoy, Moji, Kobe & Osaka.
"KASHGAR"	9,006	26th Jan. D.L.	S'hai, Moji, Kobe & Yokohama.
"PADUA"	5,907	24th Jan.	S'hai, Moji, Kobe & Yokohama.
"TAKADA"	7,638	31st Jan.	Amoy, S'hai, Moji, Kobe & Osaka.
"MACEDONIA"	11,190	1st Feb.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,856	5th Feb.	Moji, Kobe, Osaka & Yokohama.
"TALAMBA"	8,018	8th Feb.	Amoy, Moji, Kobe & Yokohama.
"KEIVA"	9,135	15th Feb.	S'hai, Moji, Kobe & Yokohama.
"TALMA"	10,000	18th Feb.	Amoy, S'hai, Moji, Kobe & Osaka.
"MALWA"	10,990	1st Mar.	S'hai, Moji, Kobe & Yokohama.
"NAGPORE"	5,233	4th Mar.	S'hai, Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th Mar.	Moji, Kobe, Osaka & Yokohama.
"KHYBER"	9,114	8th Mar.	Rangoon.
"NALDERA"	10,058	15th Mar.	Shanghai, Kobe & Yokohama.
"LAHORE"	9,253	22nd Mar.	S'hai, Moji, Kobe & Yokohama.
"KARMALA"	9,128	22nd Mar.	S'hai, Moji, Kobe & Yokohama.
"MANTUA"	10,946	29th Mar.	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	9th Apr.	Moji, Kobe, Osaka & Yokohama.
"JEYPORE"	6,318	11th Apr.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	12th Apr.	S'hai, Moji, Kobe & Yokohama.
"MOREA"	10,953	28th Apr.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	6,856	7th May	Moji, Kobe, Osaka & Yokohama.
"KALYAN"	9,144	10th May	S'hai, Moji, Kobe & Yokohama.
"RAJPUTANA"	16,589	24th May	Shanghai, Kobe & Yokohama.

POST OFFICE NOTICE.

INWARD MAILS.

From	Pos	Due
Australia and Manila ... Shanghai & Amoy ... Japan, Shanghai & Europe via Siberia ... (London, 24th Dec. 1928)	Mikima Maru ... Kiyoharu ... Kaiyuan ... Kankyo ...	17th Jan. 17th Jan. 18th Jan. 18th Jan.
U.S.A., Canada, Japan, Shanghai & Europe via Siberia (London, 29th December, 1928)	Pres. Grant ...	18th Jan.
Shanghai & Swatow ... Straits ... Manila ... Shanghai ... Japan ... Japan & Shanghai ... U.S.A., Honolulu, Japan & Shanghai ... U.S.A., Honolulu, Japan & Shanghai ... Japan & Shanghai ...	Sunming ... Fushimi Maru ... Pres. Jefferson ... Aeneas ... Aki Maru ... Kashima Maru ... Pres. Hayes ... Pres. Lincoln ... D'Ariaguan ...	19th Jan. 20th Jan. 21st Jan. 22nd Jan. 23rd Jan. 23rd Jan. 24th Jan. 24th Jan. 24th Jan.

OUTWARD MAILS.

For	Pos	Date & Time
Hoihow & Haiphong ... Amoy ... Swatow ... Straits ... Japan ...	Manito Maru ... Ohinikang ... Hydrangea ... Van Overstraten ... Mikima Maru ...	Thursday, 17th. 8.30 A.M. 1.30 P.M. 2.30 P.M. 5.00 P.M.
Swatow, Amoy and Foochow ... Toumae ...	Hai Ning ... Chung Kong ...	Friday, 18th. 2.00 P.M. 3.30 P.M.
Straits, Ceylon, India, Mauritius, East & South Africa, Aden, Egypt & Europe ... via Marseilles—due Marseilles, 16th February	Kaiyuan ...	Parcelle 4.3 P.M. Reg. 19th, 9.00 A.M. Letters 10.00 A.M. G.P.O. Par. 18th, 5.00 P.M. Reg. 19th, 9.40 A.M. Letters 10.20 A.M.
Hoihow ... Sundakan ... Manila ... Amoy ... Shanghai, Dairei & Europe via Siberia ...	Kiungchow ... Hinsang ... Pres. Grant ... Aeneas ... Yingchow ...	Saturday, 19th. 9.30 A.M. 10.00 A.M. 4.30 P.M. 5.00 P.M. 6.00 P.M.
Bangkok via Swatow ... Swatow, Amoy and Formosa ...	Kaiyuan ... Onton Maru ...	Sunday, 20th. 9.00 A.M. 9.00 A.M.
Shanghai & Japan ... Shanghai, Japan, U.S.A., Canada, U.S.A., & S. America & Europe via Victoria, B.C.—due Victoria, B.C., 11th Feb., & EUROPE via Siberia ... Shanghai & Europe via Siberia ...	Fushimi Maru ... Pres. Jefferson ... Pres. Jefferson ...	Monday, 21st. 10.30 A.M. Parcelle 3.00 P.M. Reg. 4.15 P.M. Letters 5.00 P.M. G.P.O. Par. 19th, 5.00 P.M. Reg. 20th, 9.15 A.M. Letters 10.00 A.M.
Swatow, Amoy and Foochow ... Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 23rd February	Haiyang ... Aeneas ...	Tuesday, 22nd. Noon Reg. 1.00 P.M. Letters 1.00 P.M. G.P.O. Reg. 1.45 P.M. Letters 2.30 P.M. 5.00 P.M.
Amoy ... Swatow ... Shanghai, Japan, Honolulu & S. Am. Francisco—due San Francisco, 15th February	Sunming ... Hoping ... Tenyo Maru ...	Wednesday, 23rd. 5.00 P.M. Parcelle 5.00 P.M. Reg. 9.15 A.M. Letters 10.00 A.M.
Shanghai, Japan, Canada, U.S.A., G. & S. America & EUROPE via Vancouver, B.C.—due Vancouver, B.C., 9th Feb., & Europe via Siberia ...	Emyress of Asia ...	Wednesday, 23rd. Reg. 8.45 A.M. Letters 9.20 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Is- land, 4th February ...	Ati Maru ...	Wednesday, 23rd. Reg. 8.45 A.M. Letters 9.20 A.M.

* Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$30,000,000
Reserve Funds \$26,000,000
Silver \$14,000,000

Reserve Liability of Pro-
prietors \$20,000,000

Head Office: Hong Kong.

Court of Directors:
A. H. Cameron, Esq.,
Chairman.
N. S. Brown, Esq.,
Deputy Chairman.
B. D. F. Beith, Esq.,
W. H. Bell, Esq.,
B. Lander Lewis, Esq.,
Chief Manager.
Hon. Mr. A. O. Hynes.

Branches:
Amoy, Bangkok, Batavia, Bombay, Calcutta, Canton, Cebu, Colombo, Dairei, Hongkong, Kanton, Lyons, Malacca, Peking, Penang, Rangoon, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

CURRENT ACCOUNTS opened in
LOCAL CURRENCY and FIXED DE-
POSITS received for one year or
shorter periods in LOCAL CURRENCY
and STERLING on terms which will
be quoted on application.
Hong Kong, 8th Jan., 1929. [25]

HONG KONG SAVINGS BANK.

THE Business of the above Bank
is conducted by the HONG
KONG & SHANGHAI BANK-
ING CORPORATION. Rules may
be obtained on application.
For the HONG KONG & SHANGHAI
BANKING CORPORATION,
A. O. HYNES,
Chief Manager.

Hong Kong, 18th Sept., 1927. [1]

EQUITABLE EASTERN BANK-
ING CORPORATION.

CAPITAL, RESERVE AND
UNDIVIDED PROFITS
U.S. \$3,500,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete
Foreign Banking Service in the
principal markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COM-
PANY OF NEW YORK

Total Resources in excess of U.S.
\$37,000,000.00.
D. M. BIGGAR,
Manager.

NEDERLANDSche HANDEL-
MAATSCHAPPIJ.

(NEDERLANDSche TRADING SOCIETY.)

ESTABLISHED 1884.

HONG KONG OFFICE: 11, QUEEN'S ROAD,
CENTRAL.

Authorized Capital.....Guilder 150,000,000.
(212,500,000)
Paid-Up Capital.....Guilder 80,000,000.
(28,888,870)
Reserve Fund.....Guilder 40,000,000.
(23,333,333.)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Batavia, Bencoolen, Bontoe, Borneo,
Calcutta, Canton, Cebu, Colombo, Hongkong,
Kanton, Kobe, London, Lyons, Manilla, Peking,
Penang, Rangoon, Singapore, Soerabaya, Swatow,
Tientsin, Yokohama.

London Bankers:—National Provincial
Bank, Ltd.

Correspondents all over the world.
Banking Business of every description
transacted.

O. STERNSTRA,
Manager.
Hong Kong, 30th Aug., 1928. [34]

THE YOKOHAMA SPECIE BANK
LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund Yen 102,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:
Alexandria, Honolulu, Rangoon,
Batavia, Kai Yuen, Saigon,
Bombay, Karachi, Soerabaya,
Buenos Aires, Kobe, San Fran-
cisco, Lyons, etc.

Calcutta, Canton, Cebu, Colombo, Hongkong,
Kanton, Kobe, London, Lyons, Manilla, Peking,
Penang, Rangoon, Singapore, Soerabaya, Swatow,
Tientsin, Yokohama.

London Bankers:—The Equi-
table Eastern Bank-
ing Corporation, The Eastern Bank,
Colonial Bank, etc.

Interest allowed on Current Accounts
and Fixed Deposits at Rates that may be
ascertained on application.

O. L. O. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, 1st Sept., 1928. [23]

THE BANK OF CHINA.
行銀國中
(Special authorized by Presidential
Mandate of the Republic of
China on the 2nd of
November, 1917.)

AUTHORIZED CAPITAL \$20,000,000.00
PAID-UP CAPITAL 12,768,000.00
RESERVE FUND 9,364,398.69

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S
ROAD CENTRAL.

Branches and Sub-branches all
over China, and Correspond-
ents in Europe, America, and
other parts of the world.
London Bankers:—THE GUARANTY
TRUST CO. OF NEW YORK, THE
NATIONAL PROVINCIAL BANK,
etc.

New York Bankers:—THE EQUITABLE
EASTERN BANKING COR-
PORATION, THE TRUST CO.
OF COLUMBIA, etc.

Interest allowed on Current Ac-
counts and Fixed Deposits. Terms
on application.

Every description of Banking
Business transacted.

Loans granted on Approved
Securities.

Special facilities for domestic
exchange.

SHOU J. CHEN,
Manager.

Hong Kong, 11th Sept., 1928.

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER,
1853.

Head Office: LONDON.

Paid-up Capital £2,000,000
Reserve Fund £4,000,000
Reserve Liability of Pro-
prietors £3,000,000

AGENCIES AND BRANCHES:
ALOR STAR, BANGKOK, BATAVIA,
BOMBAY, CALCUTTA, CANTON,
CEBU, COLON, HONG KONG,
KARACHI, KUALA LUMPUR,
KUPANG, LONDON, LYONS,
MANILA, Peking, PENANG,
RANGOON, SINGAPORE, SOERABAYA,
SWATOW, TIENTSIN, YOKOHAMA.

PEKING EXCHANGE AND General
Banking Business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for one
year or shorter periods at rates
which will be quoted on applica-
tion.

A. H. FERGUSON,
Manager.
Hong Kong, 8th Jan., 1929. [30]

BANQUE FRANCO-CHINOISE
POUR LE
COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Princes Building, Chater Road,
Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 22,519,000

BRANCHES:
Paris, Lyons, Marseilles,
Saigon, Haiphong, Hanoi,
Tientsin, Hankow, Peking,
Shanghai, Canton, etc.

FRANCE: Societe Generale, Banque
Nationale de Credit, Banque de
Paris et des Pays Bas.

London: Midland Bank, Ltd.
New York: American Exchange Irving
Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and
Exchange Business transacted.
Correspondents throughout the World.

L. BERNIS,
Manager.
Hong Kong, 8th Aug., 1928.

THE MERCHANT BANK OF
INDIA, LIMITED.

HEAD OFFICE:
18, Gracechurch Street, London,
E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,060,000
Reserve Fund and Rest £1,334,846

BRANCHES:
The Bank of England
and
MIDLAND BANK, LTD.

Branches:
Bangkok, Batavia, Bombay,
Calcutta, Canton, Cebu, Colombo,
Dairei, Hongkong, Kanton, Kobe,
London, Lyons, Manilla, Peking,
Penang, Rangoon, Singapore, Soerabaya,
Swatow, Tientsin, Yokohama.

Hong Kong Branches:
Every description of Banking
and Exchange Business transacted.

INTEREST allowed on Current Accounts
and Fixed Deposits at Rates that may be
ascertained on application.

O. L. O. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, 1st Sept., 1928. [23]

THE BANK OF CHINA.
行銀國中

(Special authorized by Presidential
Mandate of the Republic of
China on the 2nd of
November, 1917.)

AUTHORIZED CAPITAL \$20,000,000.00
PAID-UP CAPITAL 12,768,000.00
RESERVE FUND 9,364,398.69

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S
ROAD CENTRAL.

Branches and Sub-branches all
over China, and Correspond-
ents in Europe, America, and
other parts of the world.

London Bankers:—THE GUARANTY
TRUST CO. OF NEW YORK, THE
NATIONAL PROVINCIAL BANK,
etc.

New York Bankers:—THE EQUITABLE
EASTERN BANKING COR-
PORATION, THE TRUST CO.
OF COLUMBIA, etc.

Interest allowed on Current Ac-
counts and Fixed Deposits. Terms
on application.

Every description of Banking
Business transacted.

Loans granted on Approved
Securities.

Special facilities for domestic
exchange.

SHOU J. CHEN,
Manager.

Hong Kong, 11th Sept., 1928.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL \$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW,
SWATOW, BANGKOK, NEW
YORK and SAN
FRANCISCO.

London Bankers:—
The London Bank, Ltd.

Correspondents
all Principal Cities of the World.

Foreign Exchange and Banking
Business of every description
transacted.

Safe Deposit Boxes (various sizes)
at a yearly rental of from \$5
to \$40.

LOOK POONG SHAN,
Manager.

Hong Kong, 29th November, 1928. [32]

THE BANK OF EAST ASIA,
LIMITED.

HEAD OFFICE: HONG KONG.

NO. 10, DES VOUX ROAD CENTRAL,
HONG KONG.

AUTHORIZED CAPITAL \$10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND 1,200,000

BRANCHES AND AGENCIES:—
Batavia, London, Penang, Singapore,
Bombay, Manila, Rangoon, Soerabaya,
Calcutta, Melbourne, Saigon, Sydney,
Canton, Nagasaki, San Francisco,
Haiphong, New York, Tientsin,
Hankow, Osaka, Seattle, Tokyo,
Kobe, Paris, Semarang,
Kowloon, Peking, Shanghai,
Correspondents in all principal cities
of the world.

Every description of Banking and
Exchange business transacted. Loans
granted on approved securities.

SAFE DEPOSIT BOXES TO LET.
KAN TONG PO, Chief Manager.
Hong Kong, 5th Sept., 1927.

IN FRANCE: Comptoir National
d'Escompte de Paris; Credit
Lyonnais; Banque de Paris et
des Pays-Bas; Credit Indus-
trial et Commercial; Societe
Generale.

IN LONDON: The National Provin-
cial and Union Bank of Eng-
land, Ltd.; Comptoir National
d'Escompte de Paris; Credit
Lyonnais.

IN NEW YORK: J. P. Morgan &
Co.; French-American Bank-
ing Corporation; Guaranty
Trust Co. of New York.

Interest allowed on Current Ac-
counts and Fixed Deposits accord-
ing to arrangement.

Every description of Banking
and Exchange Business transacted.

Safe Deposit Boxes to let.

A. LECOT,
Manager.

Hong Kong, 29th November, 1928. [32]

EXCHANGE.

CLOSING QUOTATIONS.

January 16th, 1929.

ON LONDON:—
Telegraphic Transfer ... 2/0 1/2
Bank Bills, on demand ... 2/0 5/16
Bank Bills, at 30 days' sight ...
Bank Bills, at 60 days' sight ...
Credits, at 6 months' sight ... 2/0 1/2
Documentary Bills, ...
months' sight ... 2/1 1/2

ON PARIS:—
Bank Bills, on demand ... 125 1/2
Credits, at 60 days' sight ... 133 1/2

ON NEW YORK:—
Bank Bills, on demand ... 40 1/2
Credits, at 60 days' sight ... 50 1/2

ON BOMBAY:—
Telegraphic Transfer ... 134 1/2
Bank Bills, on demand ... 134 1/2

ON CALCUTTA:—
Telegraphic Transfer ... 134 1/2
Bank Bills, on demand ... 134 1/2

ON SHANGHAI:—
Bank Bills, at sight ... 78 1/2
Private, 30 days' sight ... 109 1/2
ON YOKOHAMA:—On demand ... 109 1/2
ON MANILA:—On demand ... 98 1/2
ON SINGAPORE:—On demand ... 87 1/2
ON BATAVIA:—On demand ... 129 1/2
ON HONGKONG:—On demand ... nom.
ON KOWLOON:—On demand ... 98 1/2
Sovereign Bank's Buying rate ... \$9.75
Gold Leaf, 100 fine, per tola ... 36.5/16
Bar Silver, per oz. ... 36.5/16

The Paper to send Home.

HONG KONG WEEKLY
PRESS.

CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper to send Home.

American Express
Travelers' Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American
Express Company with the object of creating a form of travel currency
which would give the holder the security of a letter of credit and at the same
time the convenience of local currency. The Company registered the
cheques under the trade name of 'AMERICAN EXPRESS
TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with
one 'l'. The advantage of the Cheques was so apparent that other
banking institutions adopted the system."

Quoted from Pitman's Dictionary of Banking by Wm. Thomson.
Issued in £10, £20, £50, £100, and £5, and £10
denominations—bound in a small, handy wallet—and
cost only 1/2 of 1 per cent.
Secure your steamship tickets, hotel reservations and itineraries, or
plan your cruise or tour through

THE AMERICAN EXPRESS Co., Inc.
4, DES VOUX ROAD, CENTRAL, HONG KONG.

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